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THE STEEL PLANT AT DURGAPUR

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for the Durgapur Steel Project in India

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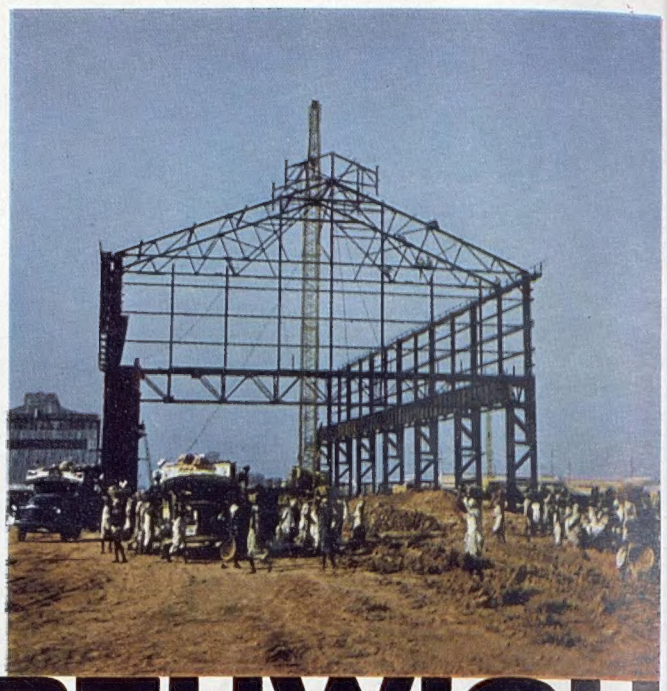

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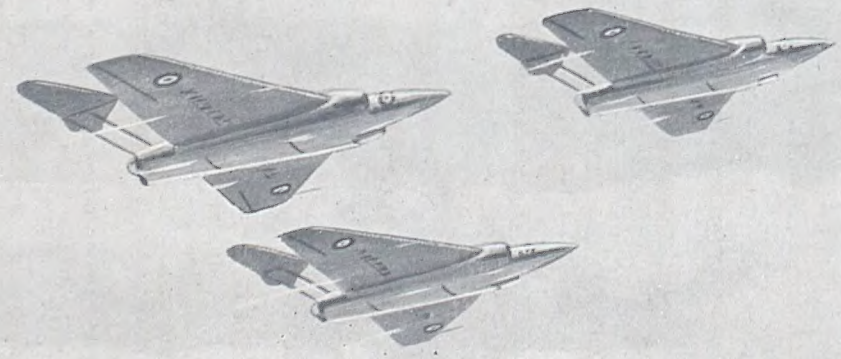

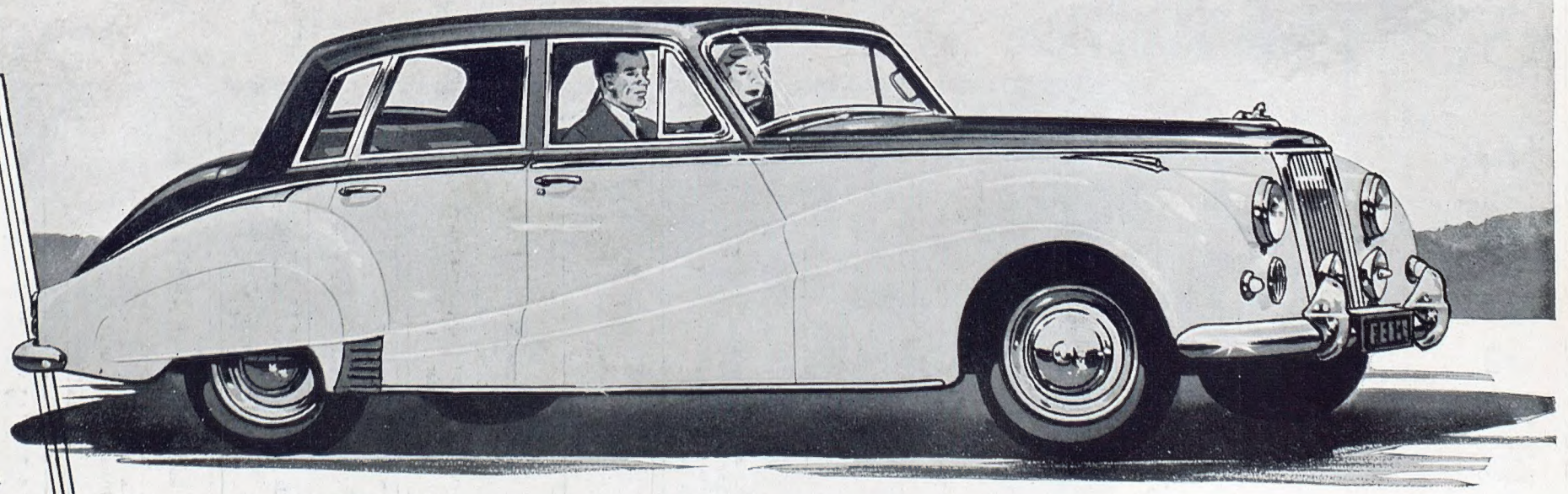

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MR. PICKWICK WENT TO BATH "for a little change and gaiety." It was after the Bardell trial and it may well be that you, after the trials of winter, may feel like a change with perhaps a little entertainment thrown in.

So let us consider Bath, where—though times have changed—the elegance and attractions of this once Roman Spa still remain. The White Hart Hotel, where the mythical Pickwick and his friends stayed, no longer exists, but the fine hotel sign was transferred to The White Hart, Widcombe, Bath, where it stands to this day.

Change is constant in hotels and those who have not revisited Bath since the last war will find The Spa Hotel is now a nurses' home. The Grand Pump Room Hotel is not yet reopened and, I understand, is unlikely to do so. The Empire Hotel is still requisitioned by the Government, and the once elegant Pulteney, which the Jackman family were so long associated with, was another hotel that was disposed of following the war years.

Fortunately, wars, like fires, have their compensating effects. The Pulteney having closed its doors, the Jackmans transferred their interests and ability to the Lansdown Grove Hotel, where Mr. Aubrey F. Jackman has not only displayed a progressive outlook as regards the hotel, but is keenly and actively interested in everything that concerns the social amenities of Bath's residents and visitors. Here, on Saturday nights, dinner dances are held in the ballroom lounge and, to preserve the dignity of the days of Beau Nash, evening dress is compulsory.

Another feature that adds to the gaiety of home and overseas' visitors to Bath is that the Lansdown Grove offers an attractive cocktail lounge and, off it, a small intimate grill room where the knowledgeable repair to after the theatre. Lansdown Grove stands 600 ft. above the city, but a frequent bus service, as well as the hotel's private transport, levels out the hill.

For those who prefer to be in the centre of Bath there are a number of hotels that can be recommended. Of those personally known to the writer, note should be made of Pratts and the Southbourne Hotels in South Parade, a few minutes' stroll from Abbey, Pump Room, principal shops and station. Pratts is the livelier of the two, with its cocktail bar and the constant comings and goings of tourists. We must confess to having a preference for the Southbourne, which, without being unduly residential, is more appropriate for a long stay such as Mr. Pickwick planned.

Pratts Hotel, incidentally, has associations with Sir Walter Scott, as part of the hotel was, at one time, the home of Robert, Sir Walter's uncle, so doubtless, when he came to stay there for treatment for a lame foot, he was able to appreciate the convenient and level situation of these two hotels.

In Queen Square, which is only divided from Milsom Street by the street named Quiet, stands one of the highlights of the Trust House group—The Francis. Out of the bomb damage of the war, a renovated and enlarged Francis now awaits your pleasure—eighty-five bedrooms, a number of private bathrooms and, as in all Trust Houses, good value for money.

Though the White Hart of Dickens' day no longer exists, another hotel which for two centuries has been associated with the road, The Royal York, is not only going strong, but since the war years, taken on what I might term a "magical" look since Mr. Max Joseph acquired it.

The suffix "Royal" was bestowed on it as the result of the young Princess, later Queen Victoria, staying there with her mother, the Duchess of Kent, so if you have a fancy for sleeping in a Royal bed, the Regency four-poster is still preserved there.

Though contemporary thought is well to the fore at this Royal York, there is a richness of carpeting and wall-papering which provides elegance. The oil painting in the residents' lounge of coaching days is a happy association with the past, as are the collection of old prints of Bath, which add to the interest of a stay.

You, who journey to Bath by road to-day, live in more pleasant days than those of Charles Dickens. There will be no quarrelling as to who occupies the outside or inside seats of the coach; nor will you have to start from the White Horse cellars at an ungodly hour. We can do the 100 miles from London to Bath at our leisure and our pleasure. Some may feel like lingering on the way, so let me suggest a few hotels to suit the hour and the mood.

The first stop for refreshment or a meal is likely to be Maidenhead. Some will repair to the famous Skindles, but others who have to study their purses will choose The Bear, where the life-sized black bear has, for generations, been a dominating feature. Call in—better still, stay there—to appreciate completely the modernisation of this roadside hotel by Simonds, the brewers. The restaurant and bars are, in themselves, an unspoken invitation to call again. With an earlier start you may well decide to push on to Newbury, a busy market town and an important junction of roads, east to west, north to south.

Here are two hotels inviting your custom on your line of route—The Chequers, a famous Trust House, and, almost next door, the smaller Bacon Arms, another Simonds' enterprise. At either, turn off into their respective courtyards, where there is ample parking space, and rest, refresh and be thankful.

I think that most motorists on the Bath Road call a halt at Marlborough. Its wide High Street is an invitation to park and a number of hotels claim our attention.

The small Royal Oak, a red-bricked Georgian house with small paned windows, has always appealed to us. It is one of the Ushers hotels, whose inn standards are good. Alas, it has only six bedrooms, but we have an alternative choice in The Castle and Ball—a twenty-five-bedroomed Trust House which, however black the sky outside, is always bright and cheerful within.

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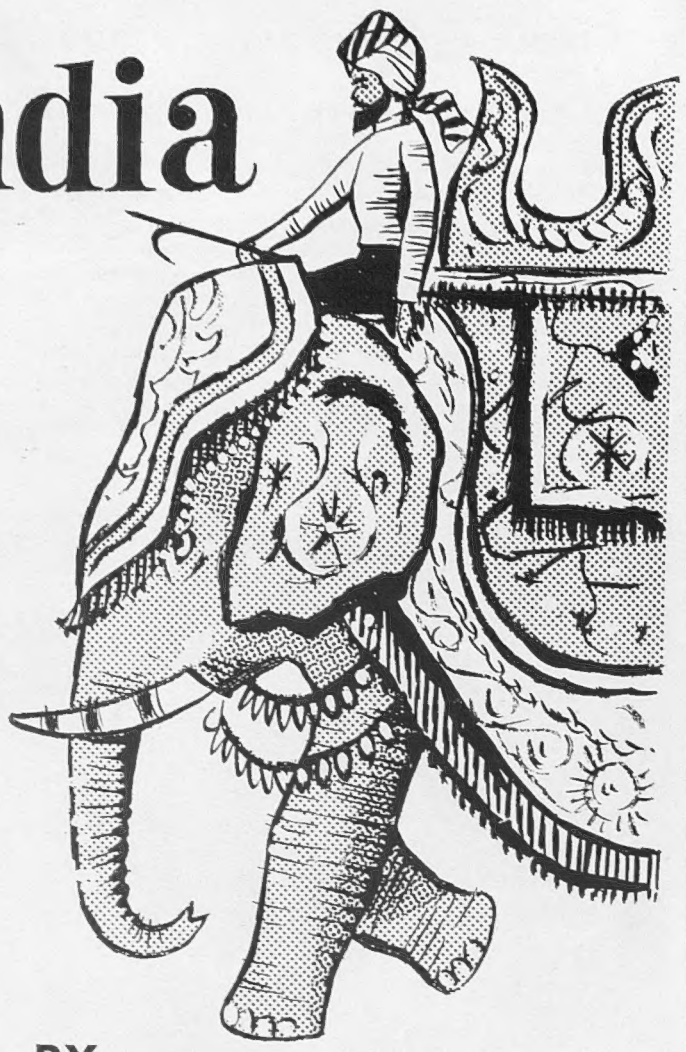

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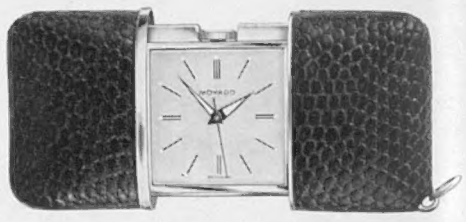

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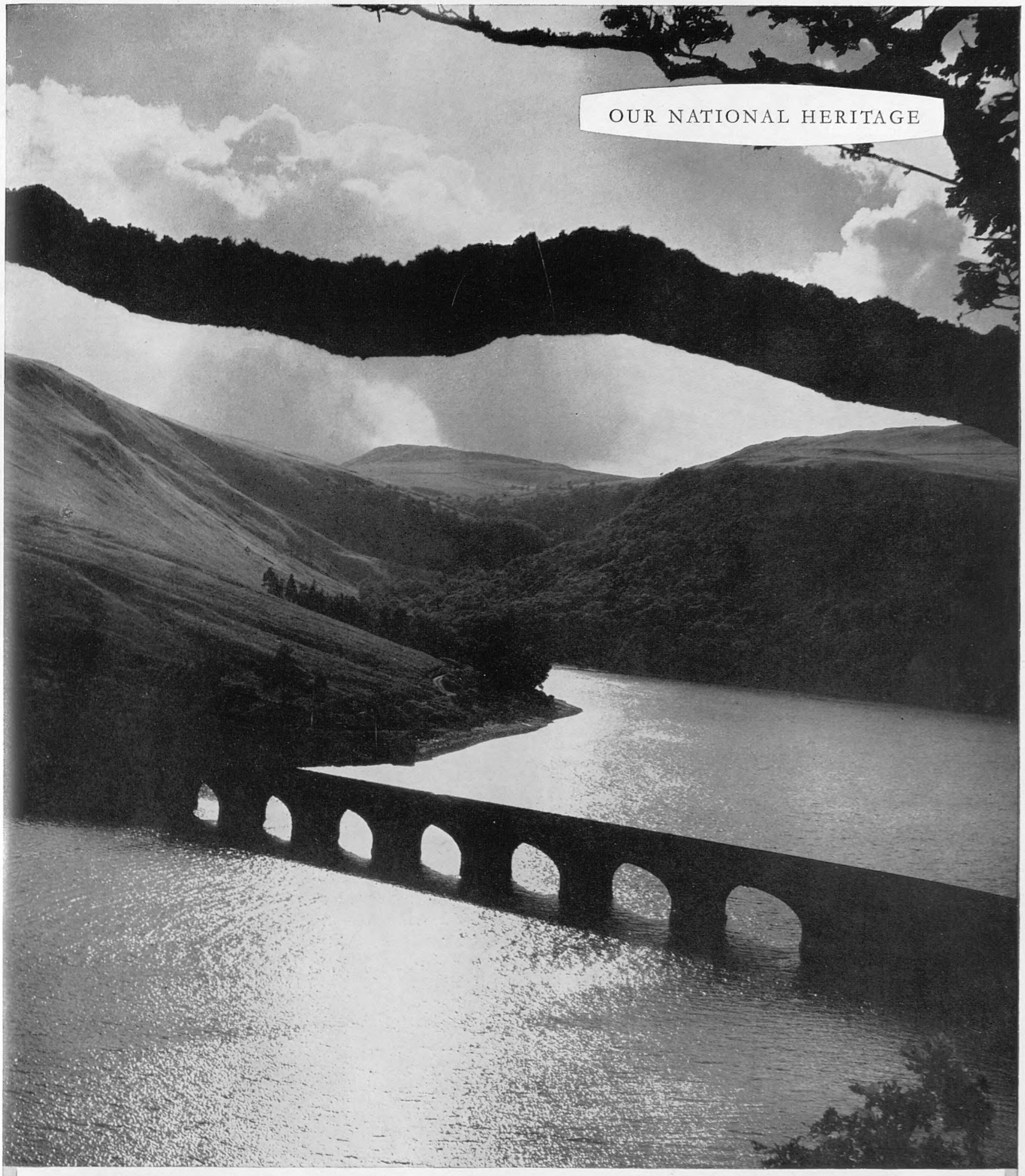

THE lovely Elan Valley has long been the pride of Radnorshire. Shelley called the scenery 'divine'. Near Rhayader lie the great artificial lakes* that are the reservoirs for the City of Birmingham. The country round them is still as wild and beautiful as it was in Shelley's day. Only four miles away runs the fabulous Wye, and within ten is Llandrindod Wells, the premier spa of Wales.

The perfect companions for seeing Britain are the new NATIONAL BENZOLE ROAD MAPS, Britain's finest. Not only main roads, but even the tiniest by-ways are clearly shown, together with places of historic interest and important landmarks. Four large-scale maps cover England, Scotland and Wales. Two wonderful extras are the London Special and the Route Planning Map of Great Britain. *Available at all National Benzole Stations, 1/- each. Complete set of six in attractive plastic case, 7/6d.*

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The March 25 issue includes: **THE STATELY HOMES :** *An eve-of-season survey, with news of historic houses opening this year for the first time.* **TRIPOLI :** *The once-famous 8th Army objective, now attracts tourists. Zoltan Glass photographs the city and Heidi Krott describes it.* **LOLITA AND THE FRENCH :** *A new "Tatler" columnist, St. John Donn-Byrne, goes to see the Paris publishing house where the Lolita saga was launched.* **TOPS AND TOES :** *Nine pages of fashion in hats and footwear.* **SOCIAL NEWS :** *Jennifer reports on personalities at the Gala Performance of the Royal Ballet, the Churchill Painting Exhibition and the Travellers' Ball.* **VERDICTS :** *On theatre, cinema, records and books.* **COUNTER SPY :** *"The Tatler's" shopping sleuth has some new, practical and decorative ideas.* **NEWS PORTRAITS :** *The week's names.*

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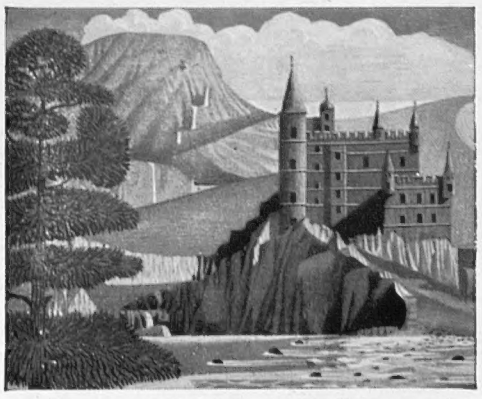
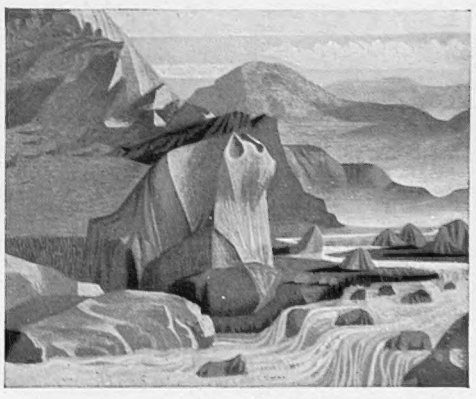
The more you know about Scotch, the more you like Ballantine's

THE SUPERB SCOTCH

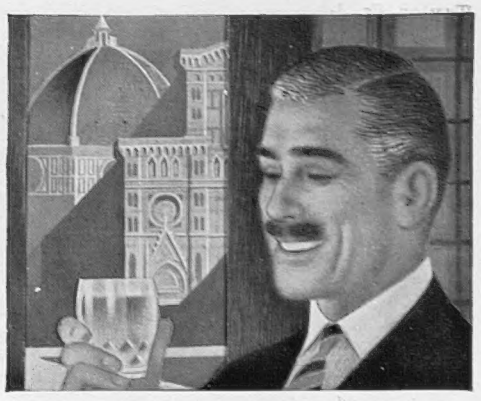
Did you know, for example? . . .



that in homes like this, Ballantine's was first drunk over a century ago. The knowledge and appreciation of really good Scotch has been handed down with the family escutcheon — the same famous names appear in the order books of to-day.

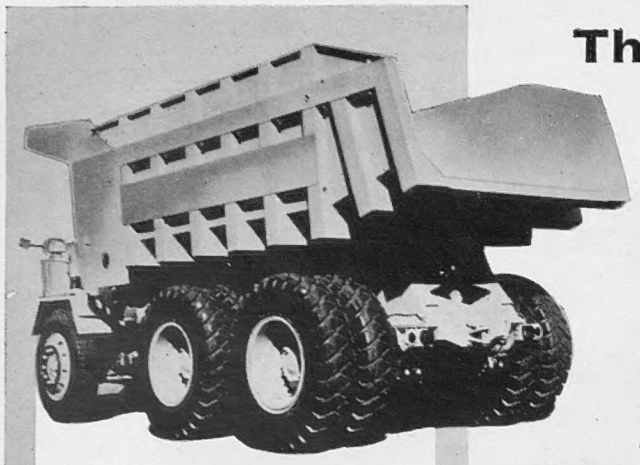


that sparkling streams bubbling down heather-clad hills are used in the making of Ballantine's. Their crystal-clear waters impart their own unique character to the flavour of this fine Scotch.



that Ballantine's is one of the best liked Scotches in the world. In the United States, Sweden, France and many other countries, it is a top seller. The world over, when friends meet together, they naturally prefer the superb Scotch.

The Foden Range at Durgapur



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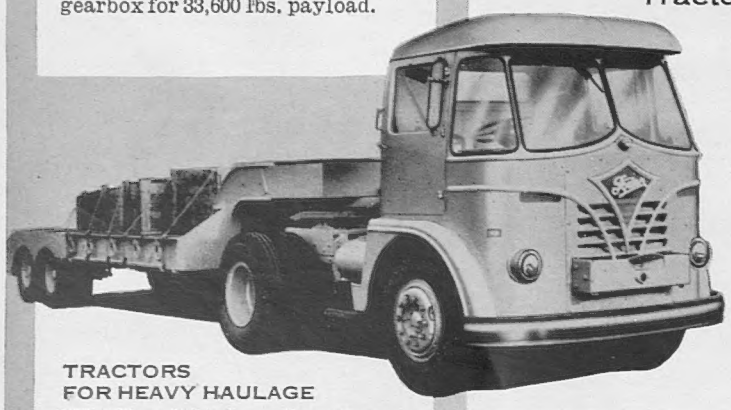

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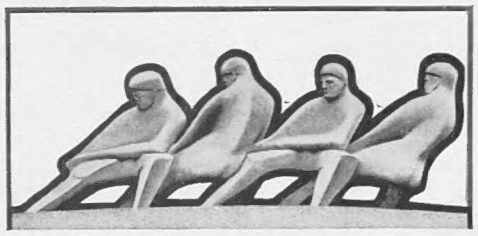
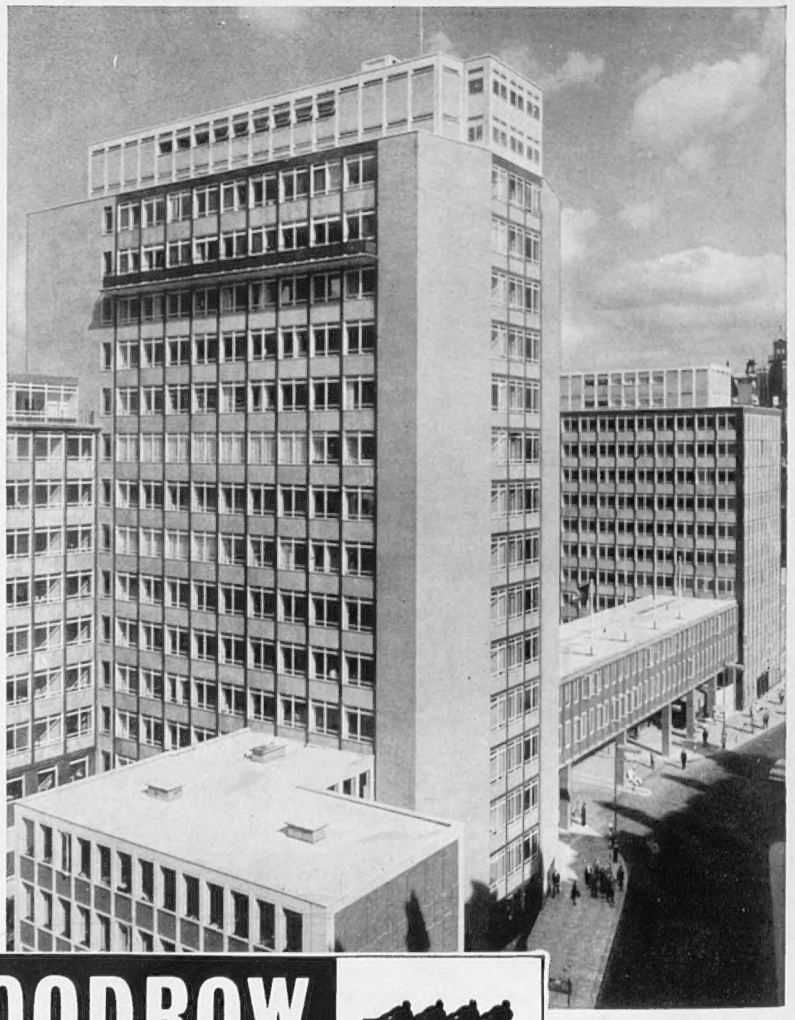


Target beaten by 3 months

This fine building, the greater part of which is occupied by the headquarters staff of the international Bowater organisation, is now completed—another major contract finished well ahead of schedule. With a floor area of over 320,000 square feet, it has a frame of reinforced concrete. Cladding is in Scottish and Swedish granites, various facing bricks and Portland stone.

Taylor Woodrow pre-planning, here as elsewhere, includes every modern device and technique to ensure the utmost speed and economy consistent with quality construction to the building owner's high standard. Invariably this means operating to very tight programmes. It is a tribute to the skill, drive and enthusiasm of the Taylor Woodrow men in the field, that the work is so often completed ahead of schedule.



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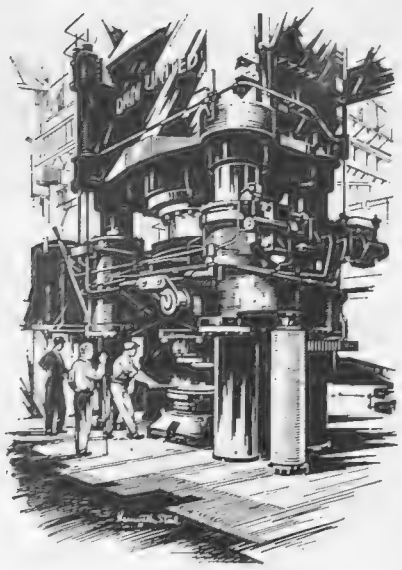

Davy-United have concentrated their design and manufacturing resources on rolling mills, forging presses and associated equipment for the working of metals. As members of the British Consortium Company now engaged on the Durgapur project, they are building mill and press plant to a value of nearly £8 million for this new Indian State steelworks, mills like the one illustrated here capable of rolling 1,000,000 tons of steel a year. They are also co-ordinating the engineering and manufacture of additional equipment totalling over £19 million.

As part of the wheel and axle plant for Durgapur, Davy-United are building a 6,000 ton wheel press capable of producing solid railway wheels from the original ingot in 5 operations taking about 70 seconds.

DAVY-UNITED

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DAVY AND UNITED ENGINEERING COMPANY LIMITED • SHEFFIELD • ENGLAND

Volume CCXXXVI No. 3078

The SPHERE, London, March 28, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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GRIVAS TRIUMPHANT—THE EOKA LEADER SPEAKS ON HIS ARRIVAL AT THE AIRPORT OF ATHENS : A huge crowd had gathered to give him a hysterical welcome as he stepped from the Greek Air Force aircraft bringing him from Cyprus. The Colonel wore his Eoka uniform with a revolver strapped to his belt. After the official reception at the airport he drove in triumph through the streets of Athens in an open car. Church bells pealed and the eight-mile route was lined with cheering people.

The Eoka leader, Colonel George Grivas, had his day of triumph last week. Under the terms of the London Agreement, the elusive, almost legendary figure who had been the directing force behind the Greek-Cypriot terrorists for four-and-a-half years was flown out of Cyprus to Athens. A Greek Air Force plane carried him to the Greek capital, where he was met at the airport by a reception committee which included Mr. Averoff, the Greek Foreign Minister, and Archbishop Theoklitos, the Primate of Greece. Behind them a vast multitude was penned in wire barriers to prevent them mobbing him in their hysterical enthusiasm. Grivas, who was next day promoted General, presented the reception committee with a lump of earth from Cyprus, saying : "I give you this earth stained with the blood of my comrades who were killed fighting for freedom." Later, after driving in state through Athens, he told journalists : "I am fanatically pro-British." (Other Grivas pictures on page 474.)

Postage—Inland, 4d. ; Canada, 1½d. ; Elsewhere Abroad, 6½d.

LLOYD'S—THE MOST IMPORTANT INSURANCE CENTRE IN THE WORLD: This view from the gallery shows underwriters and brokers transacting insurance business in the underwriting room at Lloyd's, in the City of London. The two men on the left, members of Lloyd's liveried staff, are still referred to as "waiters," a tradition dating from the seventeenth century when insurance was conducted in Edward Lloyd's coffee house. Almost every kind of insurance is handled.

A London Newsletter

195-198, STRAND, W.C.2.

Mr. Amory is Broadly Confident—If it was pain and grief to the Chancellor to keep silence even from good words, on the eve of the Budget, he surrendered to his agony somewhat when he spoke to the Conservative Associations' Central Council. He let slip from his bag enough to suggest that he himself felt cheerful and generous, and that his first Budget might prove more fateful than fatal. He boldly declared his absolute belief that our economy is to-day in better shape than it has been at any time since the end of the war. That is the result of consistently sticking to the right policies since the Conservatives regained power. Allowing for a pardonable pre-election boost of Conservative wisdom, and even allowing for the fact that since the war our national economy has never been 100 per cent. sound in wind and limb, that expression of absolute belief does suggest some hope of relief for the taxpayer based both on results attained and on confidence in the future. But naturally, with but three weeks to go before the famous Pandora's box is opened, the Chancellor was not to be drawn to particularise, and I don't myself bank on a 1s. off income tax, the abolition of Schedule A and some purchase-tax relief on my necessities all on one April day. But surely the most ebullient Chancellor would not have expressed so confident a belief in the state of our economy if he intends to offer us another "Bleak House" and to counsel patience. We must have something on account, before we go to the trouble of visiting our polling booths and putting a X in the right square.

Is His Optimism Justified?—*But*, what a little shakes my faith in Mr. Amory's optimism about the continuing health of our economy are a couple of facts: The raw materials (of metal and rubber, etc.) on which we vitally depend for producing finished articles to compete in overseas markets have nearly all in the last months turned markedly upward again from the very low levels they had fallen to. This fact, coupled with the continuous presentation of determined claims by many vital industries for higher pay, must surely damage our chances of success in the competitive overseas markets, on which our economy depends. When those raw material prices were at their lowest, buyers at home and abroad enjoyed practically no benefit from lower prices for finished goods. All the manufacturers' savings on raw materials were cancelled out apparently by other forms of increased overhead charges, wages in particular. It seems probable that raw materials will slowly continue their upward price trends for a while and wage overheads follow suit. And, then, how long will the "post-war record" health of our economy be maintained and improved? It is to the credit of the Government that for nearly a year the rise in the cost of living has been stopped and pegged at the apex reached last April. But price stability has not yet induced the Unions to halt demands for higher wages. The increased costs of living are still the chief argument for the demands, and the most favourable conditions for reducing living costs are already passing.

Morrison Redux?—Mr. Herbert Morrison (aged a mere seventy-one) has cancelled his notion of retiring from Parliament and indicated that, if nominated, he will stand again for South Lewisham at the General Election. South Lewisham has no reason to think he has not served it well, and it does not surprise me that, while still in full possession of his powers and with his invaluable experience of office and the Commons, he prefers the battlefield to the tents of the Upper House, and may expect to serve South Lewisham as well as before for another Parliament. No doubt, Parliamentary candidates choose their words carefully and know best the temper of their constituencies. But I wonder if Mr. John Hunt, the twenty-nine-year-old Tory candidate, was sincere or wise when he remarked on hearing Mr. Morrison's decision: "I am delighted. I am sure it improves my chances. The electorate will show they prefer a young and energetic candidate to an aged and outdated politician." There have been "Midlothian elections" in political history which contradict the view that youth will be served, a wisecrack truer of the ring than of the hustings, and South Lewisham still possesses a hard core of convinced Socialists among whom (and others less committed) experience and good service count for much. Still, some recent successes in by-elections encourages the hopes of youth in the value of youth, and perhaps Mr. Hunt's confidence and satisfaction are not misplaced.

N.U.R. Tries Again—A year ago the railwaymen's claim for higher wages was turned down by an Arbitration Tribunal. The railwaymen were wise and restrained enough to decide against adding a railway strike at that time to confuse confusion worse while the bus strike was on and a dock strike threatened. The position of the rail industry at that time was so dicky that sense prevailed. The Railway Union to-day is not breaking any agreement in preferring a new claim or restoring an old. But it is very unwise to do so, while a full enquiry into wages and conditions is actually at work; and there is no new set of circumstances in connection with rise in living costs, or otherwise, to justify it. The Railways, as much as any vital industry, and more than most, stand to gain (in a rather desperate condition, now under close review) by maintaining the price stability which every industry needs. The N.U.R. has made its decision reckless of public opinion and without considering the effect on other Unions concerned with the Railways. Without at least a fractional majority of public opinion in its favour, no Union can confidently expect to succeed, least of all with the ultimate threat of a strike to enforce such a claim.

When the Master's Away—As a result of Mr. Macmillan's extensive journeys, the prospect of talks between East and West at Foreign Ministers' level, and Summit level also, seems now regarded as likely. The start with Foreign Ministers might be in mid-May and may take place at Geneva; and this, with perhaps a resumed talk, might lead on to a Summit Conference in July which might well last on and off till autumn. That prospect implies that from May to August, or later, the leading statesmen on both sides of the Curtain may be in conference and at grips for months to come, with the many problems which concern the world's peace, the relief of tension and the dangers of world war. It is a prospect which must give rise to relief and to hope that at long last the deadlock may be loosened and some progress made towards sanity in international relations. There are still many obstacles ahead of even the preliminary Foreign Ministers' meeting; and the Western Alliance is perhaps more uncertain and divided in council on this matter than the East. If such continuous sittings between leading statesmen in a neutral country should come to pass and occupy the whole summer and early autumn, it will go far to obtain acceptance for the new

A ROYAL BUILDING IN WESTMINSTER: With the demolitio Westminster Abbey, seen in the background, is no the Kings of England in Westminster. From 1621 to 186

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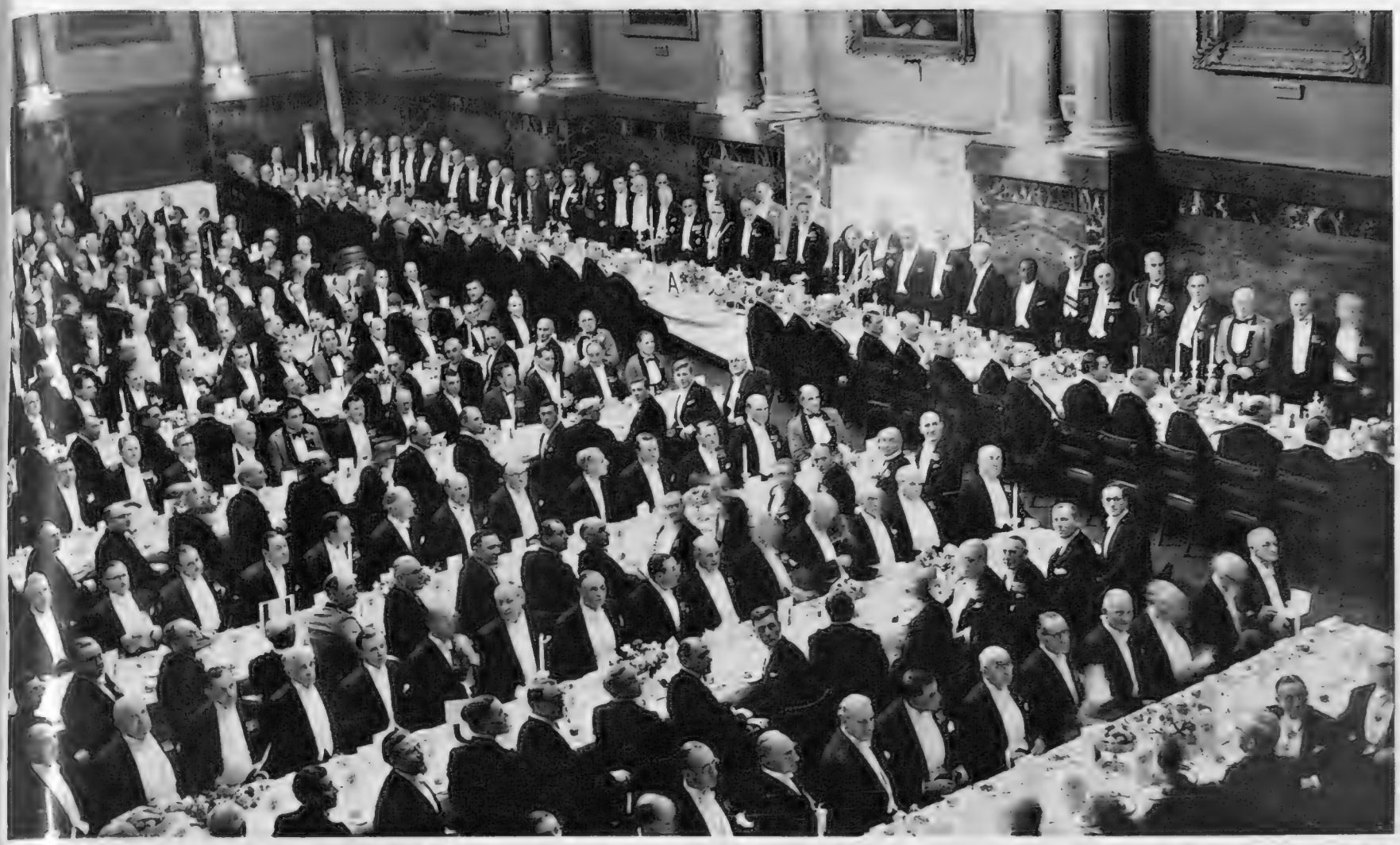


THE CUTLERS' FEAST AT SHEFFIELD: The Master Cutler and his guests are at the top table in the Cutlers' Hall, in Sheffield. Among the 400 guests at this 323rd Cutlers' Feast was Mr. R. A. Butler, the Home Secretary and Lord Privy Seal. By tradition no women are invited to the banquet, but on this occasion two were present, Mrs. Pandit, the High Commissioner for India, and the Mayor of Colchester, Mrs. May Cook. Music was played by the Corps of Royal Engineers, and four trumpeters heralded each toast and reply with fanfares.

theory that the role of Premiers and Foreign Secretaries has radically altered, and that their official desks and Chancelleries lie beyond their own capitals while substitutes cope with urgent matters in their " Downing Streets " and Foreign Offices. Modern communications make possible both consultations and short emergency returns for Cabinets and for Parliament. I suppose the same sort of thing occurred during the Vienna Conference, when transport was horse-drawn and long-range communication by semaphore. But nowadays working hours for Ministers and problems for their immediate attention at the seat of Government have lengthened and multiplied enormously.

Two Nations—The nation is often sharply divided, and not only in election-time. Social problems have always revealed us as " two nations " in our tastes for art and recreation, our views on sport and literature,

of old property, the Jewel Tower, situated just south-east of visible to passers-by. It was part of the ancient Palace of it was the nucleus of the record office of the House of Lords.

our ideas on class, on the right uses of our heritage of natural beauty and a score of other matters. To-day it is clear we were never more sharply divided than on the question of " modernising " our small island which already holds twice the population it can comfortably accommodate and four times that which it can feed from home resources. We are badly deficient in houses to live in and roads on which to run our vehicles. Our railway systems are being reduced, even while they are being modernised, and heads are shaken over our antiquated industrial plants and premises, not to speak of our schools and prisons. The nation is divided on the simplified alternative: Modernisation or Museumisation? Is what is left of our green and pleasant land to become a close-built industrial wen to enable us to compete in world markets and hold up our head as a great and rich industrial power, or are we to save it as a place for heroes and pensioners and workers-on-holiday to live in and enjoy life in? Is there a middle way, a compromise? How long can we continue to nibble off agricultural land, to violate commons, downs and reserves, to drive autobahns across our island, and build more and more factories and refineries in beauty spots or other places resorted to by those of us who still prefer solitude to Blackpool's or Brighton's mass-enjoyment and nature to commercially-planned fun fairs? It is a difficult alternative. I will only comment to-day on the extremes of the arguments pro and con. In my view, it is not (just now) so important to decide whether we can survive in a fiercely competitive world as an even restricted " museum " as whether we can hope to compete with Russia, Japan or America, if we cover the whole area of our island with the most modern factories, plants, roads and atomic power centres.

Another Kind of Leadership—When I listen to the arguments of those who so hotly uphold the latter alternative I am inclined to think they are backing a rank outsider. If our little acreage were totally covered with the latest refinements of industrial perfection and geared up to super-productivity, the whole bag of tricks would be lost in a single province or sub-division of the U.S.S.R. and the U.S.A., whose potential of industrial expansion would remain twenty times our own. It seems to me we must think calmly, and with the long view, not on the basis of competition between Britain and those giants but (in the new conception of the term) between the Commonwealth on one hand and the U.S.A. and U.S.S.R. on the other. There is something even in this material age to be said for cultural leadership among the nations, and that *might* fall to us. It is easy enough to fell and sell your park trees but you can't remake a landscape garden in a few years. And it is not impossible that in twenty years we might come to regret very bitterly the sacrifice of much which could win us the leadership which we cannot achieve to-day by military power or industrial wealth on our own.

The Other Cheek—We in Britain have learned a lot about the often bitter Christian duty of turning the other cheek. From those distant days when cheeky little Albania cocked a snook at us in our pride and glory—and got away with it—we have bowed to expediency or United Nations morality on many occasions, swallowed our punitive desires and all the insults in a gulp and kept silence while men or nations we have branded as thugs, thieves or murderers have got away with their triumphs and received widespread glorification as national heroes and emancipators from vile imperialism. What a catalogue could be compiled of those who have slapped our cheek and laughed in our faces. Time was when I put Nasser at the head of the list. To-day I have displaced him with Grivas. Both to-day are national heroes in the eyes of a great part of the world. We have certainly learned Christianity the hard way, made a church marriage of convenience with expediency and persuaded ourselves that our own people who have suffered death or spoliation at the hands of these " heroes " have not " suffered in vain." A fine theme for an Easter sermon, and I say it with all sincerity; albeit a sermon difficult to write convincingly, while the old Adam remains alive in us.

'Phone Pals—No one can quarrel with Mr. Marples' determination to humanise relations between the telephone subscriber and the girl at the exchange. In the field of administration he has already proved himself an imaginative and go-ahead P.M.G. He intends to people his exchanges with girls with golden voices and golden manners and to let human sunshine into call-boxes and plug-holes. It is not impossible that romance will seep in to what has long been a depressing and sometimes frustrating human function, and newly-made 'phone pals may lead to the marriages of true minds. The plan must not, of course, lead to gossip or dalliance. The exchanges of sympathy and friendliness must be limited to one sentence on each side in the interests of quick service. " I hope it is as lovely a day with you as it is here " could be countered with: " Yes, and all the brighter for hearing your voice." After that, strictly back to business. But next time, the exchanges might fix a date for a meeting. I hope other nationalised and private businesses will follow Mr. Marples' experiment. There is still room for humanised relations in public transport and behind the counters of both exclusive and popular stores, and even instances when a less dusty answer to enquiries from Government and local government officials would gentle the *non-possumus* and sweeten relations between the public and Civil Service.

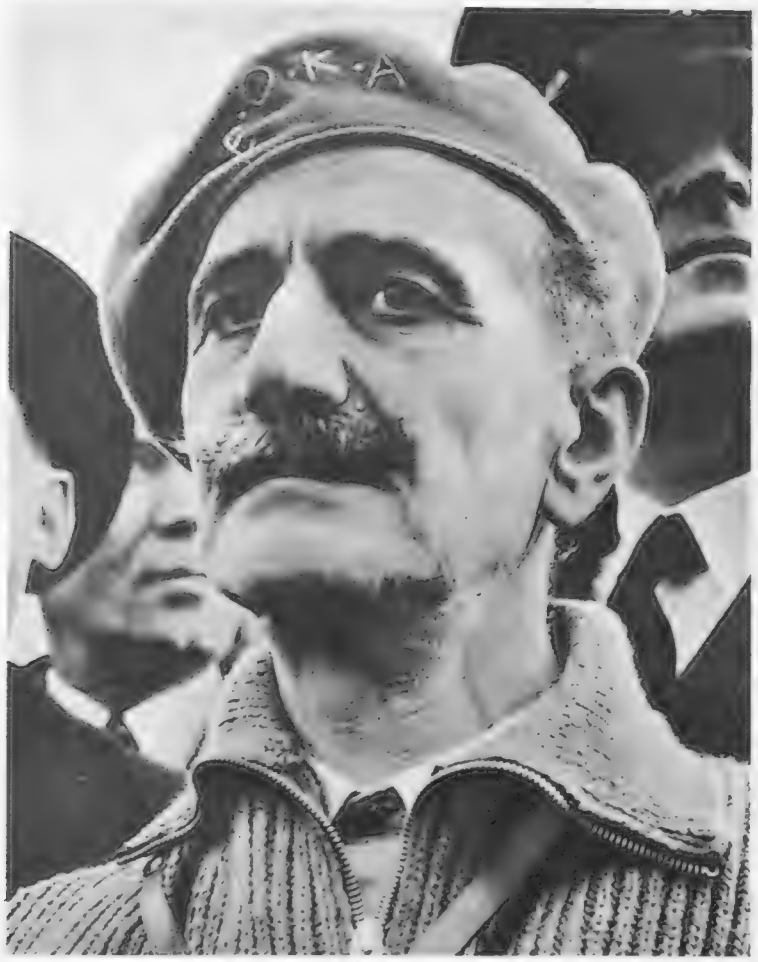
A great while ago the world begun
With hey, ho, the wind and the rain.
But that 's all one, we 'll let in sun
And we 'll strive to please you every day.

Sympathy and kindness are what this world lacks and a very little more of them could work wonders with our present discontents. THE OLD STAGER

HONOURED BY CHURCH AND STATE: With Colonel Grivas and his wife at Athens airport are Archbishop Theoklitos (right), the Primate of Greece, and Mr. Karamanlis (second left), the Greek Prime Minister. • Every policeman in Athens was called out to help in controlling the hysterical crowds.

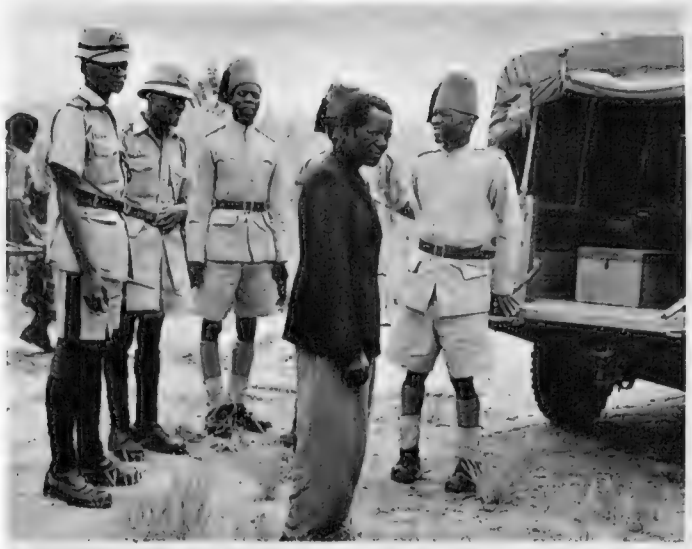
GRIVAS IN ATHENS

A Hero's Welcome for the Eoka Leader



AT THE AIRPORT AND IN THE STREETS: *Above*—Colonel Grivas is seen immediately after his arrival in Athens. On the beret of his guerilla uniform are lettered the initials of EOKA. *On right*—Standing erect in his car he acknowledges the tumultuous applause of the inhabitants of the capital of Greece.

FULL MILITARY HONOURS: A band plays and the Colonel salutes before inspecting the guard of honour mounted for him at the Athens airport. In the ensuing days he was promoted Lieut.-General, the highest rank in the Greek Army, and granted active service pay for the rest of his life.



A DETAINED AFRICAN: He is surrounded by policemen after his arrest during security forces operations in the Southern Province of Nyasaland. Five people were detained on the first day of the sweep.

Last week in Nyasaland the story of security operations in many parts of the Protectorate continued. During a search at Visanza, in the Central Province, a woman was shot. Her death brought the roll of those killed to forty-nine. As arrests and detentions mounted, controversy proliferated on the subject of the composition and dispatch of a commission. During his tour, Lord Perth said he could give no date for the resumption of constitutional talks. Among European settlers in Nyasaland there was much opposition to left-wing British opinion. One spokesman said there was no necessity for a commission. "What is done," he said, "is done." In many circles in Nyasaland and London, there were hopes that details of the alleged massacre plot by the African Congress Party would be revealed. It was understood that the British Government might be considering publishing a White Paper, giving information on the events in Nyasaland.

FORT HILL FROM THE AIR: From the village in the Northern Province, security forces have been engaged in intensive efforts against the last pocket of determined resistance by members of the African Congress Party. The men have been hiding in the difficult terrain of the Misuku Hills. Aircraft flying from the airstrip at Fort Hill have been frequently used in the operations.

MAKING A SECURITY CHECK: In the village of Chiradzulu, in the Southern Province, African spectators watch police and security forces dismount from their vehicles to begin a search of the area.

LORD PERTH: The Minister of State for Colonial Affairs is seen at Lilongwe, in Nyasaland. He made a six-day fact-finding tour of the Protectorate.

MORE AFRICANS DETAINED

Intensive Operations by Security Forces in Nyasaland

MAKING THEIR OWN WIRE CAGE: Africans detained at Fort Hill after the operations in the Misuku Hills put up a barbed-wire fence surrounding the detention camp organised for the Northern Province.

ON THE LANDING STRIP: Transport and small reconnaissance aircraft are parked on the airstrip at Fort Hill. The death roll in the Protectorate since the declaration of the Emergency rose to forty-five when an African was killed by security forces in the Misuku Hills. It later went up to forty-nine.

TWO DOWN AT THE FIRST FENCE: As the field of thirty-four starters takes the first fence in the Grand National, Nic Atkins (No. 30) on the left has already fallen. Stop List (No. 28), in the centre, is about to come down. On the extreme left is Tiberetta (No. 11), who finished fourth, and Valiant Spark (No. 23). Just clearing the fence in the background is Royal Tournament (No. 35), and in the foreground right is Surprise Packet (No. 22), the mare who led for much of the race.

OXO'S GRAND NATIONAL

Only Four Finishers out of a Field of Thirty-four Starters

Once again it was Becher's Brook which took its toll in the Grand National. Run in perfect conditions last Saturday, the race was won by Oxo from a field of thirty-four starters, but only four finishers. This is the smallest number to complete the gruelling course since Nickel Coin's National in 1951, run in muddy conditions. Two horses fell at the first fence and two more before Becher's was reached the first time round. Eight horses came down there. The leader for much of the early part was Surprise Packet and the mare held on until Becher's the second time, where she fell, followed by another five horses. It was after this, when Oxo and Wyndburgh were up in the front, that Brookshaw, riding Wyndburgh, said to Scudamore, on the eventual winner, that a stirrup had broken. He rode on with both feet out of the stirrups, giving a polished display of jumping. Once again the Grand National demonstrated the value of sure jumping—the finishers all had very good records. Oxo must be one of the biggest horses ever to win the National; he stands over 17 hands.

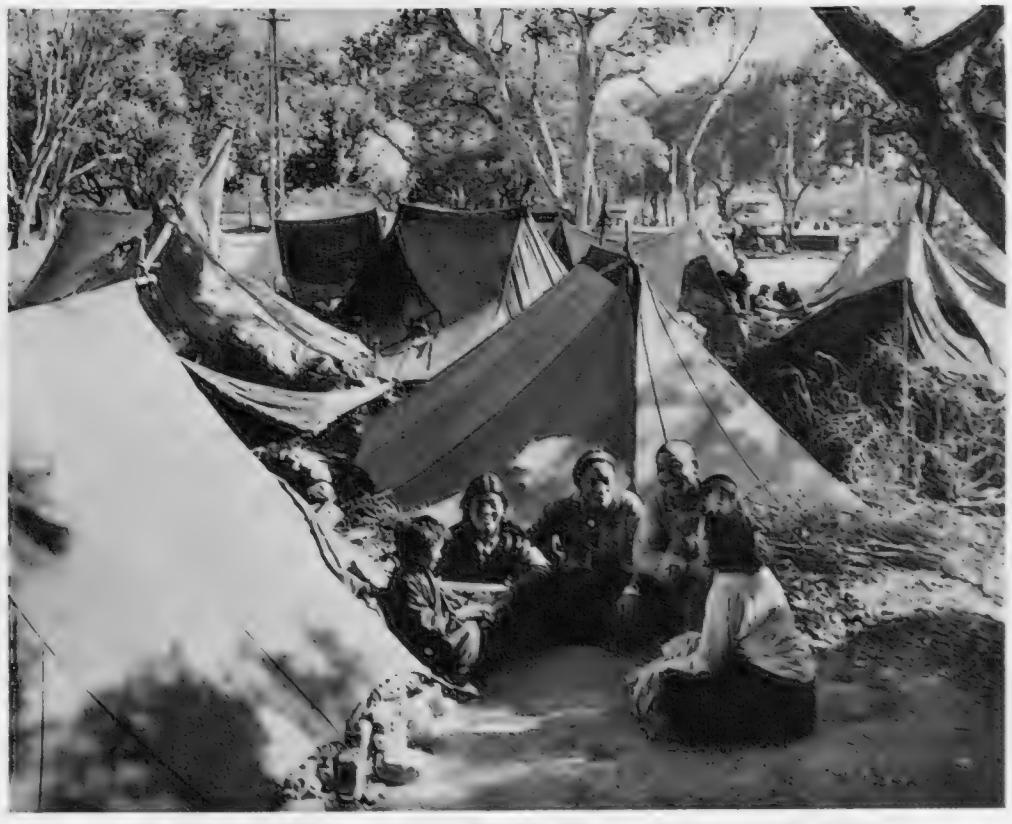
PAST THE WINNING-POST: M. Scudamore, on Oxo, looks round at T. Brookshaw, on Wyndburgh, the second horse to finish. Oxo beat Wyndburgh by a length and a half, with Mr. What eight lengths away, third. The only other horse to finish the course was the mare Tiberetta. On the second time round, Wyndburgh's jockey lost a stirrup when his iron broke and continued to ride with both feet out of the stirrups. On the run in Wyndburgh gained on Oxo, but Scudamore refused to press the tired winner.

The News in Pictures

MR. MACMILLAN IN OTTAWA: With the British and Canadian Prime Ministers are Sir Saville Garner (extreme left), the United Kingdom High Commissioner to Canada, Mr. Selwyn Lloyd and Mr. Howard Green, Minister of Public Works, who is a senior member of the Canadian Cabinet. The Anglo-Canadian meetings in Mr. Diefenbaker's room opened under the shadow of the sudden death of the Canadian External Affairs Minister, Mr. Sidney Smith, who was to have taken a leading part in the conversations. From Canada, Mr. Macmillan and Mr. Selwyn Lloyd flew on to Washington, thus completing their journeys to report on their visit to Russia and to discuss future Western policy.

ANGLO-CANADIAN ACCORD: Mr. Selwyn Lloyd, Mr. Macmillan and Mr. Diefenbaker face the cameras at Ottawa airport. After a series of discussions with Mr. Diefenbaker, Mr. Macmillan declared that they were in agreement on the basic principles by which the West should be guided.

A FIRM ATTITUDE OVER BERLIN: In Washington, President Eisenhower ends a half-hour address on television and radio on the Berlin question. He said that the United States would never forsake the free people of Berlin.



TIBETAN REFUGEES IN DELHI: Outside the Mori Gate of the Indian capital, refugees from Tibet rest surrounded by their few belongings. *Right*—In Delhi, refugees sit outside their tents. The Tibetans who have left their country in recent months claim that the Chinese Communist Army of Occupation has been facing a popular revolt. Despite the superior equipment of the occupation forces, the insurgents have not been overcome, according to these reports. Recently it was estimated that nearly 200 Tibetan families were camping outside Delhi, most of them living in great poverty. Last week-end there was fierce fighting between Tibetans and Chinese, on the outskirts of Lhasa. The fate of the Dalai Lama was uncertain. There were rumours that he was a prisoner in the Potala.

THE NEWS IN PICTURES

HERR ALFRIED KRUPP IN JAPAN: At the airport in Tokyo Herr Krupp (centre) and his son hold bouquets of flowers presented to them on their arrival for a five-week tour of heavy industry in Japan. Herr Krupp is the sole owner of vast steel and coal holdings in Western Germany, many of which assets he was due to have sold at the beginning of this year under Allied legislation aimed at breaking up heavy industrial trusts in Germany. He did not sell and later claimed that the demands of the European Common Market necessitated expansion of his steelworks and factories. He went to Japan to discuss co-operation with Japanese firms in overseas markets.

DISCUSSIONS ON EUROPEAN UNITY: At the Italian Embassy, in Paris, are, from left to right, General Norstad, the Supreme Commander of Allied Forces in Europe; the Italian Premier, Signor Segni; and Signor Pella, the Italian Foreign Minister. They attended a reception held in the honour of the Italian Prime Minister and Foreign Secretary. Earlier, Signor Segni and Signor Pella discussed the Berlin question with the French Foreign Minister, M. Couve de Murville. General Norstad, speaking in Paris, opposed any withdrawal of troops from Germany.

On right—

CONSERVATIVES HOLD HARROW EAST: Commander A. Courtney (Conservative) is speaking just before polling in the Harrow East by-election. He held the seat with a majority of 2,220 over the Socialist candidate, Mr. M. Rees. The third candidate, Mr. T. Lynch (National Union of Small Shopkeepers), lost his deposit. Last week the Conservatives also retained the seat in the Belfast East by-election.

NON-COMMUNIST MAYOR FOR LE HAVRE: The newly-elected mayor of Le Havre, M. Robert Monguillon, a Socialist, shakes hands with M. Léger, the oldest member of the City Council. The nineteen non-Communist councillors outvoted the eighteen Communist members at a meeting of the Council. During the meeting, Communists staged a demonstration to try to force a re-election of the former Communist Mayor, M. René Cance. Special riot police were brought in from Rouen to deal with the demonstrators.

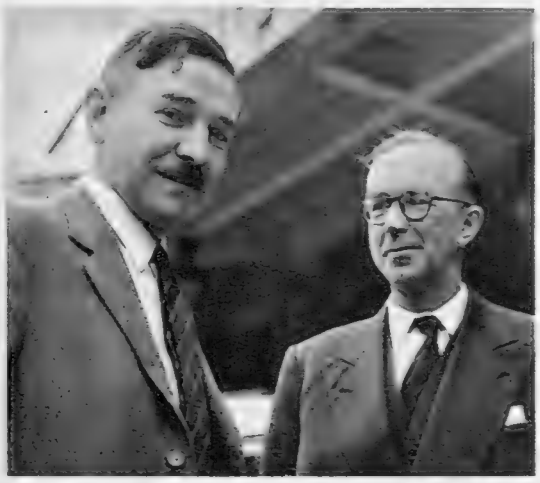
PRIME MINISTER OF JORDAN VISITS WHITEHALL: Mr. Samir Rifa'i (left), the Jordanian Prime Minister and Minister for Foreign Affairs, is seen here with Mr. John Profumo, Minister of State for Foreign Affairs, at the Foreign Office. On the right is the Jordanian Ambassador, Mr. Ihsan Hashim. Mr. Rifa'i lunched with Mr. Profumo. He stayed in London for only one day before continuing to the United States to visit New York and Washington. Interest is attached to the fact that both Mr. Rifa'i and King Hussein are visiting the United States. The King has arrived there from Formosa on his current round-the-world tour. That the two key figures in the Government of Jordan should feel able to leave their country together is regarded by some as a welcome sign of Jordanian stability.

TEN YEARS AS CHAIRMAN OF BRITISH EUROPEAN AIRWAYS: Mr. Anthony Milward, Chief Executive of B.E.A., presents a buttonhole badge to Lord Douglas of Kirtleside to commemorate his ten years' service as Chairman of the Board. Marshal of the Royal Air Force Lord Douglas has been associated with the airline business for some forty years. After wartime service with the R.A.F. he served on the Board of B.O.A.C. for a few months and was appointed Chairman of B.E.A. in March 1949. A member of the Air Registration Board and Air Research Bureau, he served as President of the International Air Transport Association for 1956-57.

THE NEWS IN PICTURES

THE FAVOURITE WINS THE LINCOLNSHIRE HANDICAP: At Lincoln, Marshal Pil, with P. Robinson up, wins by three-quarters of a length from Precious Heather (extreme right) and Chalk Stream. There was a dead heat for second place. The winner was the first favourite to take the Lincolnshire Handicap since Fair Judgment won in 1949. For the third year in succession, the first big handicap of the flat season fell to a Yorkshire stable—Marshal Pil, owned by Doctor Lip, a Chinese who races extensively in Malaya, is trained at Middleham by S. Hall. The winner had the fortune to draw a high number in a field of thirty-two runners, and won giving the impression that he had something in hand.

AMERICAN TRAINING ON A GUIDED MISSILE: At Baltimore, a U.S. Army missile team fires a Martin Lacrosse surface-to-surface guided weapon from a standard 2½-ton Army truck. Extreme left is another Lacrosse missile in its firing position on the back of a truck. The missile is controlled in flight by a forward guidance station, using a radio-command system. Under a technical development programme of the Cornell Aeronautical Laboratory, the missile is being largely manufactured by The Martin Company. Most guided weapons experts in the Western hemisphere agree that no other Western missile parallels the function of the Lacrosse weapon; it is designed to place a very heavy warhead—including low-yield nuclear devices—under command guidance on targets in a battlefield. At a public demonstration last year, the target was a 6-ft. post at a distance of 16,500 yards.



LEAVING FOR THE HIMALAYA: In London are Mr. J. H. Emlyn Jones (left), and Dr. Frederick Jackson. Mr. Jones is the leader of the British expedition which plans to climb Ama Dablam. They left by air on the first stage of their journey to Katmandu. Four other members of the team left later. The party hopes to climb the 22,494-ft. peak in the Himalaya this spring.

OPERATIONS AGAINST THE TERRORISTS IN NORTH-WEST MALAYA: Soldiers board a helicopter somewhere in the Malayan jungle to be transported into the forest to cut off the escape route of retreating terrorists. Operations against the bandits are now largely confined to mopping-up patrols in the north. There were recent reports from Malaya that the gangster responsible for the shooting, in 1951, of Sir Henry Gurney, the High Commissioner, had been killed not far from Ipoh, in the Perak district. He was stated to have been a member of the Malayan Communist Party's powerful Central Committee and State Secretary of the Perak organisation since 1955. Sir Henry Gurney was killed when his car was ambushed.

BRITISH SKI TROOPS TAKE PART IN NORWEGIAN MANŒUVRES: Some of the fifty-five men from British Army units within I (British) Corps in BAOR, have a practice tow behind a Norwegian "Weasel," a snow transportation vehicle. They were preparing to take part in a winter manœuvre, "Exercise Roede Orm," with the Norwegian Army's Northern Brigade in mountainous country in Norway's far north. The detachment was the largest group of British soldiers ever to join the Norwegians in winter exercises. Soon after the start of the manœuvres, when the men began the ascent of a range of mountains, they were delayed by a blizzard, which reduced visibility to 50 yards. The men wore the Army's best cold-weather equipment.

THE NEWS IN PICTURES

AFTERMATH IN BAGDAD—WHIPPING UP SUPPORT FOR GENERAL KASSEM: A speaker in the capital of Iraq calls for demonstrations of loyalty to the Government. Meetings of this kind were held in many parts of the country after the failure of the Shawaf revolt. With Mr. Khrushchev's announcement last week of a Soviet loan to Iraq, the Bagdad Government seemed to be swinging definitely towards the Communist fold. Public support for General Kassem and his policies was stimulated by allegations of further plots against the Prime Minister and of threats of more rebellions "financed by the United Arab Republic and the foreign oil companies." Moscow accused Nasser of being an "Imperialist." Cairo was not slow to reply, proclaiming Kassem "a butcher" and Khrushchev a "Czarist."

THE HEADQUARTERS OF THE REVOLT IN MOSUL: Officers and men of the Iraqi Army stand outside the entrance to the garrison headquarters in the town in north Iraq. The building was hit by shells during the uprising earlier this month and it was from here that Colonel Shawaf was understood to have directed his operations which ended in failure. Certain senior Army officers believed to have been sympathetic towards Colonel Shawaf were removed from their posts last week.

EGYPTIAN SYMPATHY FOR THE IRAQI REBELS: A huge crowd gathers in Cairo for a demonstration of mourning for "the Mosul martyrs," i.e., Shawaf's supporters who were killed in the Iraqi revolt. Many of the demonstrators carried rats strung on toy gallows, symbolic of "Communist traitors and Iraq's Kassem."

IN THE COURSE OF A REWARDING JOURNEY: Members of the Iraqi Government delegation visiting the Soviet Union are shown the control room at a nuclear research centre near Moscow. A few days later they attended in the Kremlin for the signing of the economic and technical agreement by which Russia will loan Iraq about £40,000,000 and provide technical and expert help for establishing factories for machinery and chemicals.

GENERAL ELECTION IN MAURITIUS: Voters gather outside the polling station at Triolet, in the north of the island. The elections were held at the beginning of this month for the Legislative Council in which the number of elected members has been increased to forty. The remainder of the 53 members are twelve nominated (eight by the Governor and four representing special interests) and three ex-officio. New constituencies were demarcated by the Eve Commission in 1957. Mauritius has universal adult suffrage for its European and native population.

CARDINAL AGAGIANIAN IN KOREA: The Armenian Patriarch of Cilicia, who is also Pro-prefect of the Sacred Congregation for the Propagation of the Faith, is welcomed by President Syngman Rhee at his residence at Chin Hae, on Korea's south coast. At their meeting the Cardinal presented the President with the Papal Gold Medal of the First Year of the Pontificate of Pope John XXIII. Cardinal Agagianian has been inspecting Roman Catholic missions in Korea during a tour of Asia.

World Affairs

COLOMBO—THE SYMBOL OF CO-OPERATION

By JOHN CONNELL

NINE years have gone by since the inception of the Colombo Plan, and in those years the Plan has offered continuous and strengthening evidence of the importance of the basic assumption on which it is founded. It is a constant reassertion, in the most practical terms, of the proposition that economic stability is the foundation of international peace. The achievements of the Colombo Plan are, therefore, an impressive memorial to Ernest Bevin, who was a passionate believer in this proposition, who was profoundly and persistently anxious to raise the standards of living in the under-developed areas of the world, particularly in South and South-East Asia.

It was as a sick and very tired man that Bevin went to the first conference in Colombo which launched the Plan; he went in a cruiser because his heart could not take the strain of air-travel; his doctor accompanied him; and he was so ill and exhausted, in the course of the conference, that he had to be carried in a specially-built palanquin-chair up the double flight of steps to the Council Chamber in which it was held.

Economic, industrial and financial development does not, in my view, solve all—or even very many—political problems, even when, as under the Colombo Plan, it is worked out, technically and tactically, on a basis of mutual self-help. Rich and technologically advanced nations can be just as bellicose, just as self-assertive and aggressive as poor, "have-not" nations. Noble as was Bevin's vision (it was characteristic of the era in which he grew up, and of the intellectual and spiritual climate of the trade union movement and the Labour Party in the first half of this century), and steadfast as he was in his self-dedication to its fulfilment, there was and is—it seems to me—a catch in it.

I therefore regard the Colombo Plan, and all its various and manifold achievements, with respect, but with detachment; and I remark, with a certain rueful, ironic interest, that not one of the nations which has benefited under the Plan has thought fit, so far as I can see, to name a school, a railway line, a bridge, a dam, or a teachers' training college after Ernest Bevin—not that the old boy, who combined personal humility with a relentless power-drive, would have worried in the slightest.

THE ARCHITECT OF THE COLOMBO PLAN AND HIS SUCCESSORS: *Left*—Mr. Ernest Bevin is interviewed in Ceylon on his arrival for the conference at which the Colombo Plan was inaugurated. The picture was taken in the capital of Ceylon in 1950. As John Connell writes on this page, Bevin at the time was a very sick man. The Colombo achievements since then are an impressive memorial to him. *Right*—The Council for Technical Co-operation, the executive organ of the Plan, is seen during its session in Colombo last month.

This fundamental reservation of mine granted (and I trust that I shall not be regarded as a sourpuss at the feast for making it), let us agree that the practical results of nine years' working of the Plan have been extremely impressive. They have been achieved, on the whole, with extraordinarily little political ballyhoo; yet in the end, when all the sums are done, when we have been suitably staggered by the fact that, in Singapore alone, 24,000,000 poultry and over 600,000 pigs were produced in 1957 as against 15,000,000 poultry and 539,000 pigs in 1956, it may well prove that the Plan's unexpected, unsolicited political impact may be its most valuable effect.

The Plan owes its beginning to British and Commonwealth initiative; the original members of the Consultative Committee, which is still the Plan's central, guiding organisation, were Australia, Canada, New Zealand, Pakistan and the United Kingdom with its then dependent territories in Malaya and British Borneo. The moral impetus and a great deal of the cash came, and still comes, from reactionary, "imperialist" Britain. This simple, substantive fact, though politicians in many of the recipient countries may seek to play it down, is not entirely lost on countless ordinary people who have the will and the means to think for themselves.

The rush towards political independence—"Quit India," "Scram out of Africa"—far outstripped and continues to outstrip the social and economic development necessary to sustain nationhood. When the fervour and the flag-wagging of the Independence Day celebrations are over, when the band has played the new national anthem umpteen times, when the last scented garland withers, and the humble sweepers come in to clear up the mess, there still remain dry water-courses, barren and eroded fields, children with the manifold diseases of persistent malnutrition, skinny cattle, flies, corruption and the anopheles mosquito. It has been to these aspects of underdevelopment that the Colombo Plan has addressed itself; and in an era and a region surfeited with political unrealism, it has been encouraging to see, across nine years, how many responsible leaders in the newly independent countries have abandoned slogans in favour of the gruelling, undramatic, essential work of tackling their societies' endemic maladies.

For the important fact about the Colombo Plan is that it does not consist merely in aid from outside, in loans or gifts or technical assistance; though these are contributory factors, the greater part of the development programmes of the member countries in the region are financed domestically. In these countries there lives some 24 per cent. of the world's population; nearly all of them have quite recently emerged from some form of dependent or "colonial" status; throughout the region as a whole the population is increasing at the rate of 10,000,000 a year, over 1 per cent.; in some countries the annual increase is more than 2 per cent. More and more lives to sustain, more and more mouths to feed. The economic and social pattern of the whole region was badly knocked about during the Second World War. Political independence brought its own formidable array of problems—not the least of which has been a profound and lasting suspicion, in every country in the region, of "aid with strings." No country in the region has been able, in practice, to accept the Gandhian principle of total rejection of the West's mechanised and industrialised way of life—least of all India. But all have been keenly sensitive towards and alert against the idea that economic and technical guidance, tutelage and help might, in fact, prove to be a backdoor return of the inferiority and dependence which were so heroically ejected by the front door of Swaraj and Merdeka. Any faint whiff of a hint that this is happening, and foreign experts and advisers are apt to find themselves not only bewilderingly unpopular, but obstructed in the work that they are there to do.

This is the legacy of colonialism; and it is bound to take time—as well as honourable intentions—to liquidate it entirely. So far as Britain and the other Commonwealth countries in the Plan but outside the region are concerned, honourable intentions, persistently sustained over close on a decade, have brought their reward. It may seem curious to be told by an Indian acquaintance that Britain is redeeming the sins of her imperialist past by her share in the constructive work of the Colombo Plan; but an assessment such as this is sincerely intended to be complimentary, and should be accepted in the same spirit.

The Colombo Plan is breaking down, to some extent, the dreadful concept of the world's permanent division into the "haves" and the "have-nots." Asians, in their thousands, if not in their millions, are learning that the only way in which they can build a contemporary society is to strive to build it for themselves—and not to sit around watching others do the planning and the work. Some are learning, with quaint surprise, that European countries, and Commonwealth countries like Canada and Australia, were once themselves under-developed, and that colonisation in its proper sense does not mean being a *burra sahib* ordering others about, but building towns and villages where none were before, harnessing mighty rivers, fighting disease, hunger and poverty, making fields of corn out of scrub or marsh, building schools and colleges, and creating stable and prosperous industries. Emulation succeeds surprise: "You did this by yourselves and for yourselves. We can do the same."

Both as a concept and in practice technical assistance has proved to be of the utmost continuous importance. In the words of the seventh annual report of the Colombo Plan's Consultative Committee: "The effectiveness of technical assistance made available under the Colombo Plan and through other agencies cannot be measured quantitatively. It is generally true, however, that during the period under review the acute shortage of technical skills was just as serious a problem as that of capital availabilities from domestic and external sources. Technical assistance, therefore, has a value greatly in excess of its monetary cost, not only in relation to national economic development, but also as a contribution to international co-operation and human relations."

Since the Colombo Plan deals with the practical needs of an area in which dwells one-quarter of the world's population, its success or failure is not of negligible significance. Politically conditions throughout the region are far from perfection. The first of an exemplary series of "fact sheets" issued about the Plan by the Central Office of Information includes a boldly-designed map of the whole region ranging from Waziristan to the Philippine Archipelago; and in very small print at the bottom of the map are the words: "The status of Jamma and Kashmir is at issue between India and Pakistan and is under consideration by the two Governments and the United Nations." If only understanding and co-operation were as easy in the political as in the economic sphere.

Nevertheless, it is fair to record the verdict of the leader of the U.S. delegation at the Seattle meeting of the Consultative Committee last November: "Common sense blended with idealism, high aspiration combined with practical attention to the realities of development—these have been the hallmarks of the Colombo Plan, from which steady progress has resulted." Ernie, the shrewd old realist, might not be dissatisfied.

A special section dealing with the Durgapur Steelworks in India—an example of the Colombo Plan in action—will be found on pages 501–506 and 508.

COD-FISHING IN THE LOFOTENS

Scenes During the Season Off the Norwegian Islands

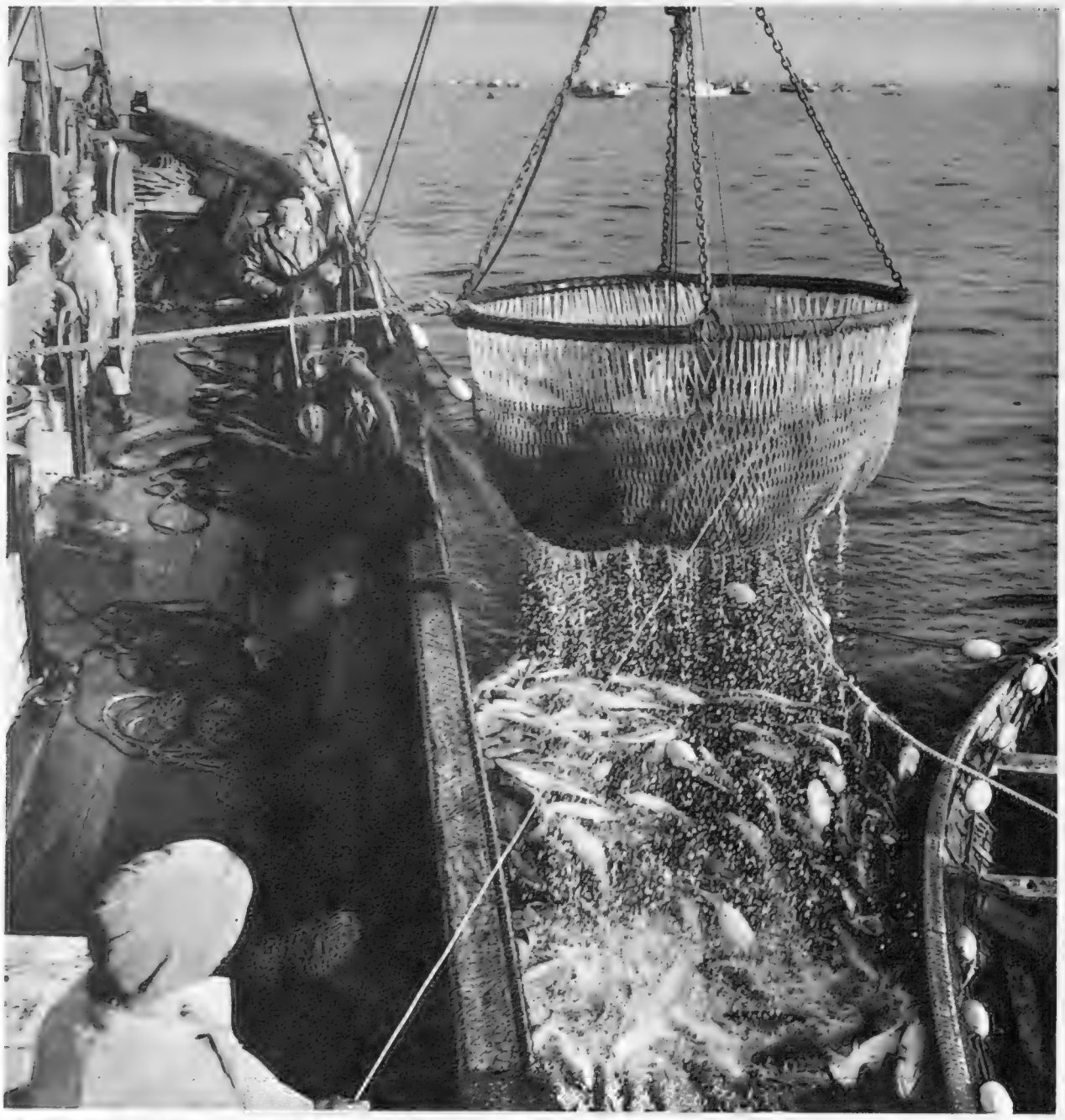
Down through the centuries, fish has been part of Europe's staple diet. In the Middle Ages dried cod was one of the most important items of trade. To-day cod, since it can easily be dried or salted, shares with the herring the first place among the food fishes. The chief cod fisheries are those of the North Sea and Arctic Ocean, and off Newfoundland. During the winter, the long, greenish fish leave the Arctic Ocean in vast shoals for the spawning grounds off the Lofoten Islands. In the mating season, the sea is often clouded with dense layers of floating eggs. At this time, in some areas there are so many fish crowded together that on occasions they can be lifted out of the sea by hand.

As the fish arrive, so do the fishing-boats. Off the Lofoten Islands, with their jagged snow-covered peaks surrounded by the cold Arctic sea, the spawning season extends from the beginning of February to the middle of April. The ports and the fishing villages on the islands are crowded with about 5,000 vessels manned by 15,000 men. Although the seas may be very rough—between Lofoten proper and Vesteraalen is the channel called the Maelstrom, the origin of the term—boats fishing the waters until recently were rather small. Traditionally, hand-lines were used, and sometimes still are. During the post-war years, however, a revolution has taken place in the fishing-boats.

Modern purse seines, a type of net hanging vertically in the water, the ends of which are drawn together to enclose the fish, and modern motorised fishing-boats have been increasingly used. Since the change the number of fishermen has dropped from 30,000 to 15,000 and the number of vessels has also been halved. But the annual catch has remained at the usual level of anything from 80,000 to 100,000 tons a season.

During these months the ports are full of activity, particularly the two main ones, Svolvaer and Henningsvaer. The fisheries attract many people besides those engaged on the boats. There are porters, and the various workers in the salting, icing and filleting processes. Tradesmen and peddlers come to the islands with goods for the fisherman to buy with his recently-won money. Cod is used in many different ways : it can be eaten fresh, dried or salted. The head and spine are dried and ground for cattle fodder. The roes, salted in large barrels, are destined either for the table or for the Italian fishermen who use it as bait. From the liver comes that *bête noire* of childhood, cod liver oil.

FISHING-BOATS IN THE HARBOUR: Under the jagged, snow-covered rocks, the boats lie at anchor on a Sunday in the port of Svolvaer, the biggest of the fishing towns in the Norwegian Lofoten Islands. More than a hundred miles inside the Arctic Circle, the islands are the site of one of the biggest cod fisheries in the world. During the fishing season 5,000 vessels congregate in the ports.



IN THE FISHING GROUNDS: On one of the vessels, the catch is lifted out of the seine net and taken on board. Cod are usually from 2 to 4 ft. long but may grow to 6 ft. During the winter the fish leave their "fishing grounds" in the Arctic Circle and gather off the Lofoten Islands to spawn. This period from the beginning of February to the middle of April is the fishing season.

Below—

BRINGING IN THE CATCH: As the seine net is gathered together or "pursed," the cod leap to and fro. It is an anxious moment for the fishermen as they estimate the size of their catch.

OFF TO SEA: In early morning on a sea whitened by the foam of their wakes, the boats set off for the fishing grounds. No vessel can leave harbour until a signal is given by the fishing police. Once this is given, the boats race for the open sea. Some 15,000 men are employed on the fishing boats in the season in the Lofoten Islands and the average catch is anything from 80,000 to 100,000 tons during these few months.

On left—
DURING THE NIGHT: In the harbour, the fishermen gut the day's catch. The men have to work through the night until the catch has been cleaned and sold. It is necessary to work as quickly as possible so that many of them may go fishing early the next day. The cod are dried or salted or eaten while fresh. The heads and spines are turned into cattle fodder and the roes are salted in large barrels.

BENEATH THE BAVARIAN ALPS: Oberammergau is the Bavarian village in which the Passion Play is performed every ten years. Although some buildings are new in this picture, the surrounding mountains can have changed little since the community vowed regularly to perform the play as result of relief from a plague during the Thirty Years War. The next series of performances will be given in the summer of 1960.

PREPARATIONS AT OBERAMMERGAU

The World-Famous Village in Bavaria Makes Ready for its Next Passion Play

A LOCAL SPECIALITY: Young men, growing beards in preparation for the Passion Play, work in the studio of Hans Klucker (in rear) on woodcarving. This is a common pursuit in Oberammergau.

THE HOUSEKEEPER: Martin Gerum, the Housekeeper of the Playhouse in Oberammergau, polishes Roman helmets used in the Passion Play. He has to take care of a vast number of costumes and props needed by the performers in the play. The last series of performances, in 1950, was seen by over 500,000 people.

In 1632 an outbreak of plague was added to the horrors of the Thirty Years War in the Alpine valleys of Bavaria. The village of Oberammergau remained unaffected because the inhabitants wisely sealed themselves off from the outside world, no one being allowed to leave or enter the community. However, one native who had been working for a long time in Eschenlohe, and was apparently suffering from acute homesickness, succeeded in breaking the ban and making his way home. Inevitably he brought the plague and was one of the eighty-five victims who rapidly succumbed to the epidemic in Oberammergau. In this emergency the village council went to the church and made a solemn vow before the High Altar that if the people were spared from further depredations by the plague, they would henceforth stage a play on the life and sufferings of Christ every ten years. From that moment no one else died. The vow was redeemed in 1634.

Thus originated what is now regarded as the most famous Passion Play in the world. Since 1634 there have been breaks in the ten-year cycles, largely due to wars. The next performances will be in the summer of 1960 and preparations are already going ahead in the Bavarian village. Only natives of Oberammergau can take part in the performances. The play of 1634 was given on a stage in the cemetery in front of the church door. Later there was a succession of open-air auditoriums outside the village. The present theatre, built in 1930, has a covered auditorium, but the stage itself is open.

THE CHRISTUS OF 1950: Anton Preisinger is a likely candidate to play the role again in 1960. Behind is a carving of Judas, for which he sat as the model.

AN INN WITH WORLD-WIDE REPUTE: Below the roof of one of the hotels in Oberammergau hangs a crucifix. The village has visitors during most times of the year. But the season of the Passion Play invariably attracts a tremendous influx of men and women from all over the world. 1960 may be a record year in size of audiences. Arrangements are now being made for visitors.

THE PLAYHOUSE: The auditorium of the theatre at the north end of the village is covered. There are seats for 5,200 spectators. The stage is in the open air with the green hillside of the Ammer valley as the background.

SELECTING THE CHOIR: Hans Götzler gives a singing lesson to children. He selects members for the church choir. From it the singers for the Passion Play are chosen.

On left—

VETERAN PERFORMERS: In a street in Oberammergau are, from the left: Martin Minderer, aged seventy-eight, who has played four times in the Passion Play; Sebastian Schauer, eighty-eight, with eight seasons to his credit; and Nikolaus Albrecht, eighty-four, who has taken part in seven productions of the play.

A MEMBER OF A FAMOUS OBERAMMERGAU FAMILY: Alois Lang played the Christus in 1930 and spoke the prologue in 1950. Many Langs have been distinguished in the Play.

A KEY FIGURE IN THE PASSION PLAY: Georg Johann Lang, at the head of the table, will be directing the play for the fourth time next year. He is seen here giving instruction in elocution to younger inhabitants of the village. The cast for the play numbers about 1,000 adults and 250 children. All of those taking part must be natives of Oberammergau.

DEVASTATION IN A FIRE ON THE OUTSKIRTS OF LONDON: This aerial view shows the extensive damage, estimated at about £1,500,000, to shops, stores and houses in the centre of Ilford, Essex, caused by one of the largest fires since the war. The fire broke out at 7.30 p.m. on Monday evening of last week in Harrison Gibson's furnishing store in the High Road (in the centre of the picture). Before being brought under control shortly after midnight, the conflagration spread over a connecting bridge to the firm's warehouse and workshop, and to other shops in the 500-ft.-long block. At least fifty fire-engines from as far apart as Hammersmith and Southend answered the alarm, with the Essex Civil Defence. The flames leapt 100 ft. high and a water and a gas main burst. Electricity supplies had to be cut off, and this, along with falling debris from the warehouse, led to train services along the main Liverpool Street to Harwich and Liverpool Street to Norwich lines, behind the warehouse, being interrupted. Among large fires since the war, the Jaguar car factory blaze in Coventry in 1957 caused £2,250,000 damage. The Smithfield Market fire at the beginning of last year caused destruction estimated at £1,500,000.

INFERNO IN ILFORD

A Fire in Essex Causes £1,500,000 Damage

SKELETON OF THE CONNECTING BRIDGE: Its framework distorted, this bridge between the shop and its warehouse hangs precariously over the littered street. The fire swept from the shop, which is on the right, to the warehouse across the bridge.

AFTERMATH OF THE BLAZE: *Above*—Firemen play hoses on the gutted building as smoke and dust still rise on the following morning. *Below*—Traffic along the High Road is delayed in front of the furniture shop, where workmen clear some of the debris.

CHIEFTAINS OF THE RANCHER NATIVES OF BRITISH NORTH BORNEO: Carrying their staffs of office, headmen of the Bajaus ride beside the Tampasok River. In the background, covered by cloud, is Mount Kinabalu, which rises to 13,451 ft. and is the highest point in the Colony. Some of the pagan tribes hold it to be the resting-place for the spirits of the dead. The Bajaus, however, are Muslims. They are especially noted throughout North Borneo for their prowess as horsemen and for working as cowboys with cattle.

ALTERNATIVE MEANS OF TRANSPORT: Bajaus ride to market mounted on buffaloes. Most of these people keep buffaloes as well as horses. Sometimes they travel by horseback and take the buffaloes with them as pack animals. The other main race and the largest tribe in North Borneo—the Dusuns—are, for the most part, pedestrians.

COWBOYS OF BORNEO

Horsemen and Other Peoples of the British Colony in S.E. Asia

IN British North Borneo the mounted cattle hands have a curious distinction. They are called "cowboy cowboys." The nomenclature dates from 1953 when a model farm was started at Sorob, outside Kota Belud, 48 miles from Jesselton, the Colony's capital. A European was put in charge and was called the tuan or "boss" cowboy. To distinguish the hands, they were dubbed "cowboy cowboys" and the name has remained with them.

Sorob farm was established by the Kota Belud local authority with a grant from the Colonial Development Fund. Its purpose is to improve breeds and give instruction in animal husbandry to farmers. Some of the cattle from the area of 6,000 acres are sold for meat, but the main object is research and teaching.

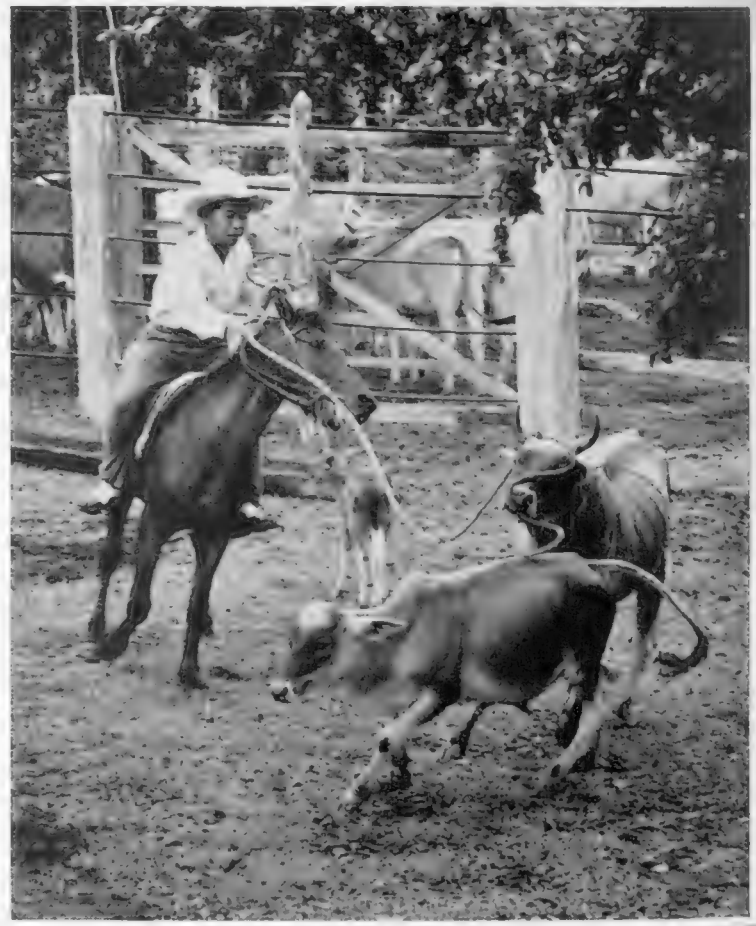
The hands come from the Bajau tribe, famous throughout North Borneo for their skill as horsemen. These people are said to be born in the saddle and the young men are handsome and smiling, walking with the swaggering gait of those who are perpetually astride a mount. They live in an area of coastal plain and beside cattle farming they occupy themselves in fishing. Muslim by religion, they claim that their ancestors came from Malaya. A stricter ethnological view is that they are of Philippine descent. It seems certain that the Bajaus were a seafaring people who raided the shores of Borneo until well into the nineteenth century.

(*Continued on following pages*)

ON THE WAY TO A WEDDING FEAST: Three chiefs of the Bajaus wear ceremonial dress as they ride en route to a marriage through the market at Kota Belud, 48 miles from Jesselton, the capital of British North Borneo. Long ago the Bajaus came to North Borneo as raiders of coastal settlements.

FORDING A RIVER: Women of the Dusun—the unmounted tribe—carry their bamboo baskets containing produce on their heads. The child has been picked up at the point where the water is too deep for him to wade.

" COWBOY COWBOYS " AT A ROUND-UP: Horsemen drive cattle on the Sorob farm, the main purpose of which is to improve the breeds and teach animal husbandry. The Bajau hands are called " cowboy cowboys." The name was coined to distinguish them from the European tuan or " boss " cowboy.



A BRANDING OPERATION: A steer is lassoed at Sorob Cattle Farm. The cowboy is mounted on a sturdy pony and sits on a wooden saddle. The ranch, which is six miles from Kota Belud, has an area of nearly 6,000 acres.

COWBOYS OF BORNEO

(*Continued from previous page*)

The villages these pirates attacked and ravaged belonged to the Dusuns, who were forced to move inland. This tribe is numerically the largest in North Borneo—120,000 out of a total population of about 400,000. The Bajaus number 50,000. The Dusun communities are mainly in the foothills around Mount Kinabalu, the Colony's highest peak, which in their pagan faith they believe to be the resting-place of dead spirits. Though stocky in figure, they are not horsemen. Intelligent and hard-working, they sometimes intermarry with the Chinese section of the population. The Sino-Dusans are shrewd businessmen and own many of the shops in the important town of Kota Belud.

On market day Kota Belud provides an excellent study of both the Bajau and the Dusun tribes. No longer enemies, they intermingle to trade and barter. The market is held on Sunday. Early in the morning long columns, mounted or on foot, begin to make their way into the town. Bajau chiefs, splendidly mounted and perhaps wearing ceremonial dress, immediately catch the eye. But among the pedestrians attention will soon be drawn to groups of pretty Dusun girls, chattering and giggling and having golden bands round their waists to show that they are unmarried.

The wares offered for sale often vary according to the tribe. The Bajaus display dried and shell-fish, salt obtained from sea water, turtles, eggs, woven mats and cloth. In their turn they purchase from the Dusuns vegetables, such as pungent spring onions, English-type potatoes, fruit and tobacco. Both peoples do a good trade in rice and poultry with the local shopkeepers. For the Bajaus especially there is a fenced-off cattle market, where the benefits of the Sorob farm are very apparent. Each month over 200 head of cattle are sent to Jesselton. Average price for a buffalo is over £40. Bajaus will sometimes ride buffalo into market or employ them as pack animals by the side of their horses. The wealthier Dusuns favour buffalo for transport, the beasts being particularly useful for carrying them and their goods through the fords of swift-flowing rivers on the road to market.

Business rarely opens briskly on Sunday morning. First, friends must meet and gossip and smoke. But gradually the tempo of trade increases and at the end of the five hours scheduled for the market much produce

THE PARAMOUNT CHIEF OF THE BAJAUS: Nuar bin O. K. K. Haji Mohamed Arshad is the chief ruler of his people. He is also the manager of the farm at Sorob.

will have changed hands. After business comes relaxation. The Bajaus, as might be expected, enjoy regular games of polo. However, the most popular sport with all the peoples is cock-fighting. Feathers fly in the cock-pits and heavy bets are laid in an atmosphere of wild excitement which can rarely have been exceeded, even in the distant days when the Bajaus drove the Dusuns from the coast.

So at the end of the day the trek home. The Bajaus on their mounts—the cowboy cowboys usually ride ponies—and the Dusuns on their sturdy feet set out for their respective villages. Over all communities are headmen appointed by the Government. It is perhaps a measure of the appreciation of the people of North Borneo for British rule that during the war they remained intensely loyal, even during the Japanese occupation. Many of them wear medals for service in action against Japan.

MARKET SCENE: From outlying districts people have gathered in Kota Belud to trade their produce and wares. The market in the town is held on Sunday and is the biggest of the many weekly markets held in British North Borneo. The Bajaus and the Dusuns, once bitter enemies, now gather to engage in commerce. The former, who live on the coastal plain, sell dried fish, salt obtained from sea water, shell-fish, turtles, eggs, woven mats and cloth. The latter from inland are mainly vendors of fruits, vegetables and tobacco. Both peoples sell rice and poultry to the Kota Belud shopkeepers. In a fenced-off area of the market cattle are auctioned.

On left—

RELAXATION: A game of polo is in progress in Kota Belud. The Bajaus play in the town every week-end. Their other favourite sport—which is enjoyed by the Dusuns as well—is cock-fighting. Bets are laid on contests after the market.

COUNTY TOWN OF SOMERSET

Although Taunton has a Long History, it Possesses Few Ancient Buildings; it is a Centre Both for Education and for a Prosperous Agricultural Community

By BRIAN VESEY-FITZGERALD

DEFOE, who was a shrewd and observant man, visited Taunton during his tour of England and Wales, and described it thus:

> . . . this is a large, wealthy and exceedingly populous, town: One of the chief manufacturers of the town told us that there was at that time so good a trade in the town that they had then eleven hundred looms going for the weaving of sagathies, du roys, and such kind of stuffs, which are made there: and that which added to the thing very much was that not one of those looms wanted work: He farther added that there was not a child in the town, or in the villages round it, of above five years old, but, if it was not neglected by its parents, and untaught, could earn its own bread. This was what I never met with in any place in England, except at Colchester in Essex.

He added that at that time Taunton had " more people in it than the city of York." To-day the population of York must be approaching four times that of Taunton.

There are, I think, two particularly noteworthy things about Defoe's description of Taunton. We do not know the exact date of his visit. He took part in Monmouth's rebellion—his own words were that he was " in arms under the Duke of Monmouth "—and he may well have been in Taunton at that time, but this description obviously does not fit such an occasion, and it is probable that he is describing a visit at the beginning of the eighteenth century. Even so, the bloody days of Taunton were not long past. It could not have been many years since Judge Jeffreys held his assize court in the great hall of the Castle and Kirke's lambs hanged twenty of their prisoners, without preliminary enquiry, from the sign of the White Hart Inn (at the corner of Fore Street) while their commander, a man of iron digestion, ate his meal at the window and watched their death agonies; but of all this there is not a sign. In but a few years Taunton had shrugged off the past. It is a remarkable tribute to firm and stable government.

The other noteworthy thing is that Defoe does not consider Taunton as a market-town, but as an industrial town. He was well aware of the farming all around—he speaks of " fat oxen as large, and good, as any in England "—but he obviously did not think of Taunton as the centre of an agricultural community. Defoe, always a tradesman at heart, would be more interested in manufacture than agriculture. But he was very observant, and I cannot believe that had Taunton had a great agriculture market at the beginning of the eighteenth century he would not have noted the fact. He did not: and his remark about the children in the surrounding villages shows that it was, then, weaving and not agriculture that mattered in Taunton.

Coming into Taunton to-day no stranger could think of it as an industrial town. It is well built, clean, spacious and leisurely; and it is, very properly, the county town. Bath has more than twice the population, is an ancient city and something of an architectural wonder: Wells has a beautiful cathedral. But neither is so truly Somerset as is Taunton. Bath is rather too obviously busy, a little too hustling, to be typically Somerset (it is also a little removed from the main stream of Somerset life) and Wells is, perhaps, a little too sleepy: in neither does the Somerset countryman feel so genuinely at home as in Taunton. Centrally situated, it is representative of a county that preserves its rural spirit without effort.

You are conscious of this the moment you enter the town, whether you come by road through the rather dull, but exceptionally fertile, Vale of Taunton Dean or alight at the large and (astonishingly, for these days) clean railway station. It strikes you at once as a cheerful, friendly, handsome market-town with good wide streets and a fine triangular market-place: it is, in fact, the largest livestock market in the West of England and the largest pig market in the whole of Britain. If Defoe could visit Taunton to-day, he would again, I am sure, describe it as wealthy and exceedingly populous. The main streets are always crowded, for Taunton is the shopping centre for a very large area. The shops are good and the window-displays are most attractive, and there seem to be fewer police hazards attached to the parking of a motor-car than there are in most English towns. Taunton seems to have been designed especially for the leisurely comfort of shoppers. At any rate, it is quite impossible to hurry along a Taunton pavement: Somerset women like a good gossip, preferably in the middle of the pavement.

THE PARISH CHURCH OF ST. MARY MAGDALENE: Seen from the west is the church in Taunton, with the highest tower in Somerset. Its elaborate decoration is the result of rebuilding in 1858, when the structure was deemed to be dangerous.

THE INTERIOR: At the far end of the choir of St. Mary's is the High Altar. The church is one of the few in this country with four aisles.

Personally, I like this, for I dislike hurry, and these unhurried housewives with their prams or their poodles provide an excellent excuse for loitering and looking around. Taunton repays exploration. Though an ancient town, there are not, in fact, many really old buildings in Taunton. The most interesting should be the Castle (now a museum), but it was very unfortunately restored towards the end of the eighteenth century and I find myself unmoved by it. In any case there is no longer anything of the atmosphere of a castle about it. Corporation Street is built over the southern portion of the moat, and the eastern gateway (the Castle Bow) is now incorporated in the Castle Hotel.

Much more interesting are Gray's almshouses with their thick walls and tiny windows, and the old thatched almshouses (originally a leper hospital) which have been sympathetically and beautifully restored and are now used as the office of the Somerset Rural Community Council. There are one or two other old buildings—the Grammar School in Corporation Street, which now forms part of the Municipal Buildings; the Octagon, where John Wesley preached the opening sermon; two fine old houses opposite the Market Hall; and, down by the cricket ground, the Priory Barn, all that is left of a once great and wealthy priory. But this is little for a town whose history dates back at least to A.D. 730.

There is the parish church of St. Mary Magdalene. It is a remarkable and imposing building (seen from a distance, at any rate), with the tallest tower in Somerset, a county famous for its church towers. You want to look at it from the end of the narrow street of terraced houses to get the full impact of its height. But you do not want to examine it too closely. It was built in 1862 and Taunton folk will tell you that it is a perfect copy of the original fabric. I am afraid that I find this impossible to believe. The church is said to have the most elaborate tower in Britain, and I should not think that anyone would want to argue about that, and the whole thing is much too elaborate to be a perfect copy of the work of a simpler age, and, anyway, the original church was only a subordinate chapel-of-ease to the priory.

The whole building is over-pinnacled, over-niched and over-statued, and most of the statues seem to me to be too large for their niches, and look as though they were going to fall out. It is the same with the interior. This is one of the very few churches in England with four aisles, and I suppose that this part of the building, or most of it, is sixteenth or seventeenth century (the south porch is dated 1508). But again there is this bewildering over-elaboration. There are so many angels and statues that, in the dim light, you get the impression of an unfinished celestial jig-saw: you just do not know where to start. But seen from the end of that narrow street the tower is magnificent. This, I think, is the secret, the fascination, of Taunton. Wandering round the by-ways of the town you come across many enchanting little glimpses, and realise, from the jumble of roof-line or a half-hidden doorway, that, though Taunton cannot boast many whole old buildings, much of it is old, even if it has had a face-lift at some time or other.

Wandering about Taunton like this, you begin to realise that it is very much more than a big market-town, much more than the centre for a large and very prosperous agricultural community. It is, for example, a great educational centre. I do not know how many schools there are in Taunton, but there must be a great many of one sort and another. At any rate, there are two famous public schools: King's College, which was founded in 1522 and the much larger Taunton School, which was founded in 1847 and which is a very considerable power in the Rugby Football world. You also realise, as you would never do on a casual visit, that it is to-day, just as in Defoe's day, a considerable industrial town. The industries are all light industries—and I hope that Taunton never goes into a heavy one—and they have been skilfully tucked away, so that it is possible to pass through the town without the slightest idea that it accommodates any other industry than agriculture.

One of these industries, and naturally one of the oldest, is, as one would expect, connected with agriculture. This is the West Somerset Bacon Factory, which has an extensive export trade in addition to a very large home one. It is one of the authorised suppliers of pork products to the United States Forces based in Europe, and, having sampled some of its sausages, I reckon the U.S.F. are pretty lucky.

Defoe stressed Taunton's connection with the clothing industry, and the connection is still there. In 1922 the British Van Heusen Company was founded in Taunton with a staff of under thirty. To-day, it is the largest employer of labour in the town, and a world-wide organisation. But it is not the only clothing factory in the town. Steel and Glover, the shirt people, came here after their London works were destroyed in 1940 and have just completed a large new factory. Taunton also holds a pre-eminent position in the production of embroidery silks; this craft dates back in Taunton to the eighteenth century, but was evidently not established at the time of Defoe's visit. It is playing an increasingly important part in the production of synthetic yarns.

But the most surprising industry in Taunton—I suppose that I ought to have known about this, but I did not—is organ building. I have been to Taunton many many times and had no idea at all that organs were built there, and I should not have known this time either, but for a chance acquaintance in a pub. I said something about crafts dying out, at which he swallowed a pint at a gulp (a thing I have always wanted to be able to do) and then nearly jumped down my throat. Hadn't I ever heard of Osmonds? Well, they built organs; organs for churches all over Britain and abroad. Organ building was not a mass-produced, take-it-or-leave-it business. It was a craft. And, he said, getting really warmed up, remember that every organ has to be designed to suit the building it 's going into. I said that I was quite prepared to believe that, but that a craft could not survive without apprentices, and where were they going to get apprentices from in these days? " They got a waiting list," he said simply.

I did not go to Osmonds because I do not know anybody there, and, though my pint-swallowing friend assured me that they would be pleased to see me, that was the one remark of his that I did not swallow. I think that his enthusiasm had run away with him. But how refreshing it is to meet enthusiasm in these days. There is more in Taunton than meets the eye, and there always will be if this sort of spirit survives.

A NEW BENEDICTINE ABBEY IN LONDON: From the grounds can be seen the work in progress on the 100-ft.-high tower and belfry of the Church of St. Benedict, at Ealing. When the church has been reconstructed it will become the first Abbey of the Order in London since the Reformation. The completion of the new tower will mark the halfway stage in the reconstruction of the church which was badly damaged during the last war. The rebuilding will finally double the length of the original structure and the Abbey will be 350 ft. in length. Apart from war damage payments, it is estimated that the work will cost £250,000. This is to include the erection and extension of monastic buildings.

LIFTING THE SPIRE OF A CHURCH INTO POSITION: A large crane hoists the 75-ft.-long spire on to the top of a new church in Harlow New Town, in Essex. *Above right*—**The spire is in position on top of the framework for the Church of Our Lady of Fatima. It weighs 2 tons and was made of copper at Rainham, in Essex. The spire was transported by road to the new church on a huge lorry. The church roof will be plated with copper.**

TWO ABBEYS AND A CHURCH

New Benedictine Abbeys in London and Gloucestershire; a New Church in Harlow

A BENEDICTINE ABBEY IN GLOUCESTERSHIRE: Brothers in the Order lay bricks for the drainage system at Prinknash. It is expected to take several generations to complete the building.

THE FOUNDATIONS AT PRINKNASH: The floor of the sub-crypt of the Benedictine Abbey outside Gloucester was begun in 1939. It is over 400 years since Gloucester Abbey and all its houses were confiscated during the Dissolution. Prinknash is about five miles from Gloucester Cathedral, the original Abbey.

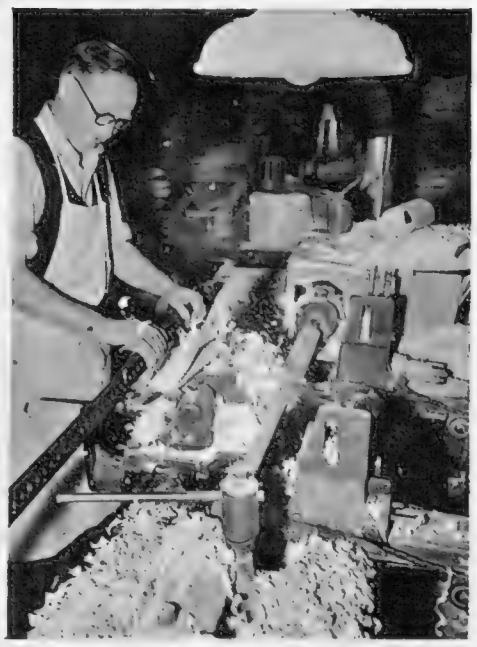
RAW MATERIAL WHICH MAY MAKE CRICKET HISTORY: Mr. John Pennells (left) and Mr. Bill Beeden split lengths of willow trunks into clefts at the works of Nicolls, the cricket-bat makers, at Robertsbridge, in Sussex.

THE MAKING OF CRICKET BATS

Artists of the Willow at a Works in Sussex

Rule No. 6 of the Laws of Cricket lays down that "the Bat shall not exceed 4¼ ins. in the widest part, it shall not be more than 38 ins. in length." These seem to be the only legal restrictions upon the striker's implement. Nothing is said about weight. So one could presumably have a very short and thin bat weighing a stone and not be prohibited from playing at Lord's. Actually, the average weight of a present-day bat is between 2 lb. 4 ozs. and 2 lb. 5 ozs.

Cricket is an art, and so are its tools. A bat must be able not only to withstand the onslaught of the fastest bowling from a Gregory, a Larwood, a Lindwall or a Trueman. It must also be capable of cracking such deliveries on to or over the boundary. It is not surprising that one of the most renowned birthplaces of bats is in the great cricketing county of Sussex. The works of Messrs. Nicolls are at Robertsbridge. The finest English willow wood is there created into bats of the highest quality. In the archives of the firm is a letter of appreciation from the Doctor himself. Doubtless many other Immortals of ensuing generations would echo his praise.



MUTUALLY ANTAGONISTIC WOODS: *Left*—At this lathe cricket stumps are given their shape. The wood used is specially grown ash. *Right*—Miss Margaret Brucknell works on the willow handle of a bat. The strips of rubber are being inserted to act as shock-absorbers.

On left—

LONG HANDLES OF THE FUTURE: Bundles of lengths of Sarawak cane from the East Indies lie in stacks. The cane will eventually be transformed into the handles of the finest cricket bats. Rubber or cork is used in the making of handles to act as shock-absorbers. The size of a cricket bat is defined in the Laws of Cricket. But there is no limitation to the weight. The bat can be as light or as heavy as the striker wishes. However, to-day almost all bats vary in weight between 2 lb. 4 ozs. and 2 lb. 5 ozs. The products from the firm of Nicolls are exported from Sussex to countries all over the world where cricket is played.

STANDARD SHAPES: Each of the ridge-shaped pieces of willow in these piles is 2 ft. 4 ins. in length. All of them will become blades for bats. The length of a bat with its handle must not exceed 38 ins.

THE FINAL STAGES: *Left*—Mr. Cecil Unsted rasps down the handle of a bat. The handle has been fitted into its V-shaped aperture in the blade. *Right*—Miss Rosemary Woodgate tapes the handle of a bat. The joint between handle and blade is constructed to resist the impact of the fastest ball.

THE OXFORD CREW ON A TRIAL COURSE: The Dark Blues this year are S. C. H. Douglas-Mann (Westminster and St. Edmund Hall), 12 st. 6 lb., bow; A. T. Lindsay (Eton and Magdalen), 12 st. 10 lb.; R. L. Howard (Shrewsbury and Worcester), 13 st. 10 lb.; D. C. Rutherford (Rugby and Magdalen), 13 st.; J. L. Fage (Wrekin and St. Edmund Hall), 13 st. 5 lb.; D. C. R. Edwards (Downside and Christ Church), 13 st. 4 lb.; D. W. Shaw (Shrewsbury and Keble), 13 st. 2 lb.; J. R. H. Lander (Shrewsbury and Christ Church), 12 st. 5 lb., stroke; J. G. Rowbotham (Winchester and Hertford), 9 st. 3 lb., cox. Average weight is 13 st. Howard, Fage, Edwards and Rowbotham are old Blues.

UNDER HAMMERSMITH BRIDGE: Oxford paddle upstream from Putney in their final preparations for the Boat Race which is to be rowed at 3.15 this afternoon (Saturday, March 28). D. C. R. Edwards at 6 is one of a distinguished rowing family and son of Group Captain H. R. A. Edwards, the old Blue and England Olympic oarsman, who has coached the crew from the start of its training.

BLUES ON THE TIDEWAY

Preparations on the Thames for the University Boat Race

For the last three weeks experts in launches and on the towpath in the reaches of the Tideway above Putney Bridge have been engaged in their annual occupation of spotting the winner of the Boat Race. Oxford and Cambridge of 1959 showed certain similarities when they arrived for the final stages of their training. Both crews had strong beginnings, but the finishes were ragged and short. Leg-work often lacked synchronisation. These were faults which no doubt the respective coaches were determined to eradicate. Group Captain Edwards had been in charge of Oxford through all the stages of their training, and it was clear that he was going to avoid the error into which the Dark Blues fell last year, when they arrived on the Tideway in almost peak form and faded away in the race itself. Mr. Rickett, the Cambridge coach, could be relied upon, as usual, to give polish to his crew in the last few days. All the prospects are that this afternoon's race will be a very interesting one. Whatever the result, it is sure that the controversy about types of boats will be continued. Cambridge use the orthodox rigging. Oxford have last year's boat with its modified Continental rigging. Some believe that this is not really suitable for Tideway racing when the water is rough.

CAMBRIDGE SHOW THEIR PACES: The Light Blues are J. R. Owen (Bedford and Lady Margaret), 11 st. 9 lb., bow; J. R. Giles (Winchester and Emmanuel), 12 st. 9 lb.; T. C. Heywood-Lonsdale (Eton and First and Third Trinity), 13 st. 5 lb.; B. M. P. Thompson-McCausland (Eton and First and Third Trinity), 12 st. 12 lb.; G. H. Brown (Shrewsbury and Trinity Hall), 13 st. 12 lb.; J. Beveridge (St. Paul's and Jesus), 13 st. 1 lb.; D. C. Christie (Eton and Pembroke), 14 st. 1 lb.; M. B. Maltby (Bedford and Pembroke), 12 st. 9 lb., stroke; J. S. Sulley (Radley and Selwyn), 8 st. 9 lb., cox. Average weight is 13 st. ¼ lb. Giles, Christie, Maltby and Sulley are old Blues.

The Sphere of Travel

THROUGH THE JURA MOUNTAINS

A Tour Through the Forested Mountains of the French District on the Eastern Borders of Switzerland and Visits to Many Places of Interest

By GORDON COOPER

TO all lovers of France there is hidden away in each individual mind some memory of a corner or corners of this country of infinite variety which provides a special lure. I know myself that I am often astounded by this variety: a variety of climate, people, architecture, landscape, food and wine, so that there is not just one country but a dozen different ones, all of which, however, are united by a thread of common culture and experience.

It was, therefore, an interesting and fascinating experience when I recently made a trip by car through the Jura Mountains. This natural barrier is some 150 miles long and 25 to 50 miles wide, and it throws its curved length between France and Switzerland, with the Vosges province of Alsace-Lorraine to the north, Burgundy to the west, and the Dauphiné Alps to the south. The Jura itself, also known as the region of Franche-Comté, consists of several parallel ranges separated by valleys and tablelands gradually increasing in height. Its crests constitute so many natural barriers which are, however, not really difficult of access by the excellent roads, and the area is one of great beauty—valleys, turbulent mountain streams abounding with trout, lakes, and vine-crowned hills extend for miles in all directions.

The Jura was known to Cæsar, and its name derives from *Juria* (forest), and it is a fitting description, for it is a land of forested mountains. Later, Spain ruled over Franche-Comté for two centuries, and the architectural details in some of its towns, such as Dôle, Besançon and Lons-le-Saunier, recall the Spanish influence. The Treaty of Nimègue in 1678 put an end to the Spanish domination. Not least of the joys of a holiday in the Jura comes from its cuisine and its dry, fruity wines. There are also several most comfortable hotels which could serve as a base for lovely walks and interesting excursions. Perhaps I can best indicate the attractions of the region by describing in some detail my own carefully-planned itinerary.

From Paris it took me four hours by express train to reach Belfort, the starting-point of my tour. Apart from the Porte de Brisach and a famous lion in red sandstone, which symbolises the heroic resistance to the German siege in 1870, this former Roman post has nothing else of much interest to the visitor. Next I came to Montbéliard, where there is a fine castle and some medieval houses, and then on to Sochaux, with its huge Peugeot factory, which can be visited. Close by, at Audincourt, there is a remarkable modern church. Passing through St. Hippolyte, picturesquely situated on the River Doubs, and Maiche, I made the descent to Goumois, on the Gorges of the Doubs and close to the Swiss frontier. This would be a delightful spot for a quiet holiday, not least because it has an admirably situated hotel, a Logis and possessing a Michelin star. I give it a strong recommendation.

After a memorable lunch, I returned to Maiche, then on through wooded country to Morteau (a night stop), with a deviation to look down on the 1,000-ft.-deep Cirque de Consolation from the Belvedere de la Roche du Prêtre. This is one of the finest sights in the Jura. Although Morteau ranks as a resort, I can think of pleasanter spots in which to stay. Not far distant, on the road southwards, is the ancient Abbey of Montbenoît (twelfth century), which has some excellent choir stalls and a pleasant cloister. Still following the Valley of the Doubs, I came to Pontarlier (merits a brief inspection), whence I journeyed on past the Fort de Joux, a one-time important fortress perched on a steep hill, to Les Hôpitaux and Jougne, both pleasant summer and winter resorts.

I returned to Pontarlier by way of St. Point Lake, where there are a number of hotels at Malbuisson, although I would prefer to recommend the Hotel Riant Séjour in Oye-et-Pallet, at the northern end of the lake. It is noted for its cuisine. Beyond Pontarlier, I took the main road to Besançon. This is a picturesque route, following the valley of the Loue. Two interesting places are passed through: Mouthier and Ornans. The former is a charming village built on the steep banks of the Loue, in one of the most beautiful sites in the Jura. It possesses a particularly attractive hotel, with an old-fashioned interior and a lovely garden. It would be idyllic for anyone seeking a place of repose, for it lies away from the main road. Ornans, birthplace of the painter Gustave Courbet, is also picturesque, for the Loue here flows between two rows of old houses built on piles, and forms downstream the Mirror of Ornans, where the reflections of the church and houses are seen in the calm water.

You will be surprised and charmed when approaching Besançon, for here the River Doubs forms a large loop, completely encircling the old town, while the narrow end of the loop is filled with a large rocky hill on which towers the ancient citadel. From its ramparts (built by Vauban) you get excellent views of the town and river below. It is well worth the slight labour of the climb. Cutting through the heart of the old town is the Roman Grande Rue, and it presents a curious mixture of architectural styles. There are vestiges of Roman remains, including the Black Gate, near the twelfth-century Cathedral of St.-Jean (it houses a superb "Virgin of the Saints," by Fra Bartolomeo, and a curious astronomical clock). A little farther along this street are the birthplaces of Victor Hugo and the Lumière brothers, inventors of the cinema. Then one comes to the Palais Granvelle, a magnificent Renaissance building with a delightful courtyard.

The Art Gallery contains one of the most important collections of paintings in provincial France, including many outstanding Fragonards. There is also a National School of Clock and Watch-making, for this town is the capital of the industry in the country. In addition to its guidebook sights, Besançon is a lively town, while each

THE ANCIENT CAPITAL OF FRANCHE-COMTE: The town of Dôle is built round the ancient Church of Notre Dame. It is the birthplace of Louis Pasteur. Near Dôle is the forest of Chaux, which is one of the biggest in France.

SUMMER IN THE AIR— VARIOUS EXCURSION FARES

For airlines operating in Europe, Summer Time begins on April 1 and ends on October 31. There is a greater frequency of flights and a number of new routes will be introduced. The twenty-three-day excursion fares from London suggest some interesting possibilities. For an example, you can fly to Amsterdam and back on a night tourist flight for 12 guineas return. Paris, still the most popular rendezvous in Europe, can be reached for £11 19s. return, although if you wish to stay more than three weeks you will have to pay £16 6s. for a return ticket valid for twelve months.

There is quite a sizeable difference in the twenty-three-day excursion fares and the ordinary return fare. Three fares are quoted for Rome: an ordinary return tickets costs £55, an ordinary night tourist fare £42 10s., but if you are willing to travel mid-week, that fare is reduced to £38 17s. Probably the cheapest ordinary return tickets valid over twelve months are those to Gibraltar and Malta, where, for £38 15s. and £42 you can reach these quite distant places by Viscount. The lowest return fare to Naples, £42 10s., is more expensive than that to Malta. That is because the latter is a cabotage fare, in other words, a fare between places under the same flag, where international rates do not apply.

These twenty-three-day fares mostly operate on night tourist flights which do not serve many quite important destinations. You can only buy an ordinary twelve-monthly return ticket to Hamburg (£29 14s.), Istanbul (£112 1s.), Lisbon (£60 12s.),

IN THE FORESTED HILLS OF THE JURA : From the main road from Besançon to Pontarlier can be seen the valley of the River Loue, which the road follows for some distance. On the right is the village of Ornans, where the river flows between two rows of old houses built on piles. Ornans is the birthplace of the French nineteenth-century painter, Gustave Courbet.

autumn it presents an important music festival. It has good hotel accommodation, and makes an excellent centre for excursions. From it, you should certainly visit Dôle, the birthplace of Pasteur and a quite entrancing old town clustered around the ancient Church of Notre Dame. This is a town for the browser, and I think it was here, as I looked at the humble birthplace of Louis Pasteur, that I appreciated fully just what France has contributed to Western civilisation. But, then, almost everywhere you go in this country there are examples of what we owe to this race; and I always resent strongly ill-considered criticism of France and the French.

From Besançon I followed a picturesque road along the rivers Doubs and Loue, making a slight deviation in order to visit Arc-et-Senans, where there is the unexpected and curious Saline Royale, a monument of the eighteenth century. This was perhaps the first attempt to create a model town, but it was never completed and only the deserted central buildings remain. Yet these suffice to indicate the conception of a remarkable project. Next I came to the little spa of Salins-les-Bains, where it is possible to visit the local salt-mines. I found it pleasanter to make the short excursion to the source of the River Lison.

My next goal was Arbois, an attractive little town, surrounded by vineyards and containing Pasteur's home, where he spent his youth and much of his life. It is now an interesting museum, but to gain admittance you may have to use patience. Not far from Arbois, at the bottom of a circle of cliffs, is the source of the Cuisance, coming out of the Grotto des Planches. This sight gets three stars in the Michelin guide to the Jura, but I remember not so much the interminable petrified rocks as my companions on the conducted tour: a mob of French schoolboys who, from previous experiences, I have found to be the most ebullient representatives of youth in Europe !

Home that night was the Ripotot Hotel in Champagnole, as far as I am concerned one of the best hotels of France. There is, in fact, nowhere else I like better in which to stay. Its food, wines, service, bedrooms, large lounge and garden are all just right. Although the town itself is not of special appeal, yet it is a good base for excursions: into the surrounding forests, which are as beautiful as any in France; to the Fer à Cheval Cirque with a panoramic view into the valley below; to the twelfth-century Romanesque abbey at Baume-les-Messieurs, placed in a picturesque site surrounded by cliffs; to Lons-le-Saunier, an attractive old town, with some arcaded houses.

Leaving Champagnole with regret, I spent a whole day exploring the Jura's lake district, with its lakes of Clairvaux, Narlay, Motte, Bonlieu, Chalain, Val, Chambly, etc. This is a fine area, especially for the camper, for hotels are rather scarce. Clairvaux and Bonlieu, however, offer adequate accommodation. The countryside around, with its several waterfalls and villages of artisan woodworkers, is attractive. To the south is the curiously-sited town of St. Claude, a good centre but lacking satisfactory hotels. Here there is a fourteenth-century abbey containing some fine choir stalls. Pipe-making is an important local industry, also the manufacture of horn objects; and I was delighted at long last to be able to purchase bone egg-spoons—an article which seems unobtainable in London.

From St. Claude a circular drive took me first to Morez, a winter and summer sports resort where there is good hotel accommodation. I prefer the nearby, higher village of Les Rousses, with its mountain air. For the gastronome I can recommend the Col de la Faucille, close to the Swiss frontier, whence there is a panoramic view, including Mont-Blanc beyond the Lake of Geneva. Another panorama is obtainable in fine weather from Mont-Rond. The two restaurant-hotels there are as good as any in the Jura. You are also within easy reach of Geneva.

Then came the last day of my little tour of the Jura. This brought me by way of the Ain gorges to Nantua, a pleasant little town lying beside its lakes with the mountains sheltering it to the north and south. You will certainly not be disappointed if you eat at the Hotel de France, where you must try their specialities. My last call, before handing back my Renault Dauphine self-drive car at Bellegarde (whence I took the night train back to Paris), was to the Barrage of Genissiat, one of the largest sources of hydro-electric power in Europe.

Among the food specialities of the Jura are snails, frogs' legs and river trout, while your meals are all enhanced by the varied wines of the area. These were greatly relished by King Henry IV, who said of them: " The more you drink of Arbois wine, the straighter is your stride."

FOR FURTHER INFORMATION

French Government Tourist Office, 178, *Piccadilly*, *London*, *W.*1.

The Syndicats d'Initiative in the various resorts.

RECOMMENDED HOTELS

(*Note*: Those hotels suggested for a prolonged stay are indicated by an asterisk.)

BELFORT—*Americain.*
MONTBELIARD—*Bristol.*
ST. HIPPOLYTE*—*Les Terrasses.*
GOUMOIS*—*Taillard.*
MAICHE*—*Lion d'Or.*
MORTEAU—*Guimbarde.*
MONTBENOIT—*Bon Repos.*
LES HOPITAUX*—*Robbe.*
JOUGNE*—*Deux Saisons.*
MALBUISSON*—*La Fuvelle.*
OYE-ET-PALLET*—*Riant Séjour.*
MOUTHIER*—*Le Manoir.*
BESANCON*—*Des Bains.*
SALINS-LES-BAINS*—*Des Bains.*
ARBOIS—*Messageries.*
CHAMPAGNOLE*—*Ripotot.*
BAUME-LES-MESSIEURS*—*Des Grottes.*
CLAIRVAUX*—*Ethevenard.*
BONLIEU*—*Du Lac.*
ST. CLAUDE—*De France.*
MOREZ*—*Central Modern* (*a Logis*).
LES ROUSSES*—*De France.*
COL DE LA FAUCILLE (LA MAINAZ-SUR-GEX)*—*La Mainaz*; *and at nearby Pailly—Du Pailly.*

Moscow (£118 16s.), or Bordeaux (£31 10s.). It is possible, however, to take a ticket to Gibraltar by night tourist service and fly over to Tangier and back on another ticket for less than the £56 13s. quoted for the ordinary return fare to Tangier.

A new air service, called the Silver Arrow, between London and Paris, is due to start on June 15 and represents a new departure in transportation co-operation, for both British Railways and French Railways are co-operating with Silver City to exploit Manston Airfield, in Kent, which was once a frontier air station for the Royal Air Force during the Battle of Britain and has since been an American Air Force base. A fast new electric train service will carry passengers from Victoria Station. At Manston, Hermes airliners will fly over to Le Touquet in thirty minutes, where diesel rail-cars belonging to French Railways will continue the journey to Paris to the Gare du Nord. One would have hoped that the time taken would be less than the coach/air service which has been operating so successfully during the past year or two. With the new electrification of the Kent railway lines, which also opens on June 15, one would have thought that the overall time could have been reduced to five and a half hours. Perhaps this is expecting too much of the Customs and emigration officials, but seven hours does seem too long. The return fare is only £8 19s., which will appeal to many people wishing to visit Paris on a low budget.

This new development of Manston as a civil airport suggests that there will now be room to expand British car-ferry service by air to the Continent. Lydd is now working to capacity and if the present rate of demand continues, Manston will be in full operational use by 1961. W. D. C. C.

OVER THE MOUNTAINS OF TUSCANY: Seen from below is a span of a bridge being constructed at Barberino di Mugello to carry the Autostrada del Sole through the mountainous area between Bologna and Florence, one section of the vast Italian highway linking Milan and Naples.

MANY RIVERS TO CROSS: Workmen are engaged on preparing the concrete foundations of a bridge over the Panaro River, to the north of Bologna. A total of 304 major bridges and 3,800 smaller ones are to be built to carry the new highway.

ROME TO NAPLES

Progress is Well Advanced on the Highway of the Sun

"Highway of the Sun" is a romantic title for a gigantic piece of civil engineering. Designed to link the chief centres of central Italy, Milan, Bologna, Florence, Rome and Naples, the motorway is impressive both for its size and for the great ingenuity and skill which is going into its construction. The road overall is 80 ft. wide, each of the dual-carriageways being 25 ft. wide. At no point over the 500 miles is the gradient more than 1 in 27; long stretches are as straight as a Roman road. The highway is tunnelled under the Apennines, carried high over mountain valleys and rivers, and will never cross another road at the same level.

Two sections are now open. In the north the stretch from Melegnano, outside Milan, to Parma is now complete except for the massive bridge over the Po. By the time it is open in June, the road will be complete as far as Bologna. In the south the section from Capua to Naples was opened in February. By the end of this year two-thirds will be finished—from Milan to Florence and from Rome to Naples. Underlying the speed and precision of the construction is Italy's need to increase industrial development. To aid this, transit facilities have to be improved, as much of Italy's materials are carried by road in vast lorries. The highway is designed for these and for Italy's second industry, tourism.

That is why the road is planned to run down the spine of Italy. It also accounts for the delay in starting the section from Florence to Rome, since controversy has been raging between authorities in various places who want the highway to run in their direction. Work is due to start on the section next year. The completion date for the whole scheme is the end of 1963.

A MASSIVE BRIDGE OVER THE RIVER PO: Waiting to be filled with concrete is the web of steel latticework of the long bridge at Piacenza. This is due to be finished in June of this year and will mark the completion of the Milan to Parma section of the highway. This 65-mile stretch was opened last year but, at present, motorists leave the motorway north of Piacenza and rejoin it after several miles.

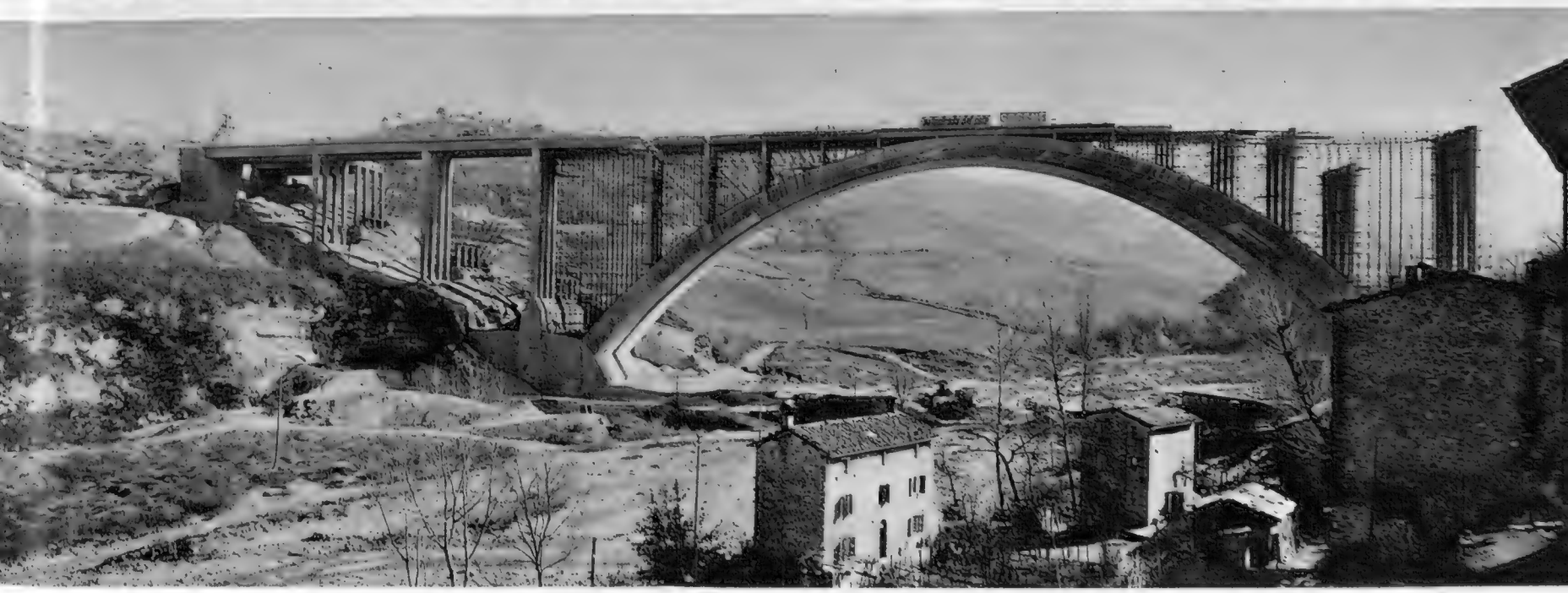
On right—

AT BARBERINO DI MUGELLO: Crossing a valley in the Apennines is this bridge on which construction is well advanced. The main arch is 320 ft. long.

PART OF A COMPLEX ROAD SYSTEM: At San Donato Milanese, a "feeder" road curves to join the straight Autostrada del Sole running through the scattered buildings. On the other side (left) work is in progress on another side road. A bridge (centre) carries pedestrians over the highway. The first stretch, from Melegnano to Parma, was opened last December. Two sections, Milan to Florence and Rome to Naples, are due to be completed at the end of this year. The Capua to Naples section was opened at the beginning of February.

A VAST PIECE OF CIVIL ENGINEERING: Workmen prepare to lay the concrete on the bridge over the Po at Piacenza. In all it will extend for three-quarters of a mile. By the time it is opened, motorists will be able to travel as far as Bologna on the highway.

CROSSING THE MARINELLA VALLEY: The viaduct runs over the roofs of houses and a rough side road. It will be 1,350 ft. long. Each pillar supporting the highway consists of eight separate posts. Besides viaducts, much tunnelling is being carried out on the route.



The World of Books

THE WORLD DIVIDED

Lord Russell of Liverpool's Reminiscences of Controversy; Bitter Revolution in Hungary; a Report on European Monarchy; History, Criticism and Recent Fiction

WHERE there is public controversy, more often than not there is also Lord Russell of Liverpool. His book of reminiscences, THAT REMINDS ME (Cassell. 25s.), reveals that he was brought up by his grandfather, a famous and trenchant Radical journalist and politician. His mother was an actress, from whom he seems also to have inherited a deep affection for the stage. He was in what he calls "the Kaiser's war" from the beginning to the end and was one of a pitiable few of his generation to survive. He went on soldiering in Ireland and in India and eventually found himself on the staff of the Judge Advocate-General. In the last war he again served with distinction and afterwards played a leading part in the prosecution of the German war criminals. Lord Russell's opinions are forthright and uncompromising, especially about our late enemies. "By 1950," he writes, "Noël Coward's famous song, *Don't Let's Be Beastly to the Germans*, had become the British Government's signature tune." Rumours that it is to be added to the inscription on the Statue of Liberty lack confirmation.

THE UNDEFEATED (Secker and Warburg. 25s.) is an autobiography which has wars, revolutions, oppression and revolt as its almost constant background. George Paloczi-Horvath is a Hungarian, the son of parents who each came from branches of the Calvinist nobility of their country. His closest ties with his homeland were severed in 1956 when he escaped painfully over the Austrian border with his wife and his baby son but, not long before that he had been released from five years' imprisonment by his own party and in his own country, and had during that time written, remembered or memorised a life history. This is a courageous and far from conventional book about a man who revolted so far from his father's brand of feudal Fascism that he ended, after a wartime interlude in England in S.O.E., as a member of the Communist Party in Hungary and has only lately been able to return to his earlier work as writer and foreign correspondent.

"What we live with to-day," writes Mr. Geoffrey Bocca, "is a Cheshire Cat monarchy, consisting of a bright smile surrounded by nothing, a frightened, timorous monarchy hoping not to be noticed so that the death sentence may be delayed. . . ." It is not clear if he is referring to the British, the Dutch or any other reigning house, or if he is aware that the Cheshire Cat himself never received the death sentence, but the would-be sensational phrase is typical of the mood in which he has written THE UNEASY HEADS (Weidenfeld and Nicolson. 21s.); a report on European monarchy and the hopes of loyal monarchists. The Comte de Paris, Michael of Rumania, Otto of Hapsburg, Don Juan of Spain and Leopold of Belgium are among those whose declines and falls are examined, as well as such figures as Zog, Peter and Simeon, as the author lists them. Mr. Bocca writes with an equal lack of awe about the families who, at this moment, are actually secure on their thrones and about the British monarchy he is oddly didactic. A curious book, fresh in both the English and the American sense of the word.

THE PROUD POSSESSORS (Weidenfeld and Nicolson. 30s.) is, understandably enough, a best-seller in the United States at the moment; understandably because it is a history of those fabulous American art collectors whose well-directed passion for paintings and sculpture stemmed from the immensity of their personal fortunes and the desire to find appropriate objects on which to spend those fortunes. Mrs. Aline B. Saarinen has obviously done considerable research on the matter and her book is unevenly filled with fascinating pieces of information and data about the methods used by such master collectors as Pierpont Morgan, the Rockefellers and those formidable ladies, Mrs. Potter Palmer of Chicago, Mrs. Gardner of Boston and Miss Gertrude Stein of Paris *via* California and Baltimore. "In the story of art collecting in America," writes Mrs. Saarinen, "private possessions have become public pleasures," and the truth of this dictum justifies the scope of the book.

Lieut.-Colonel Alfred Burne and Lieut.-Colonel Peter Young have together written a history of our Civil War, which is apparently the first to have been undertaken purely from the military point of view and also the first to have been written by soldiers. In the past, the many volumes written on the period have tended to be as much about the political as the military aspect of the struggle and for this reason THE GREAT CIVIL WAR (Eyre and Spottiswoode. 36s.), by the two colonels, who are both demonstrably men of letters as well as men of war, is both a rare and welcome book.

The next two volumes are of a more exactly literary trend, the first of them being Mr. Vincent Buckley's POETRY AND MORALITY (Chatto and Windus. 21s.), in which the writer, at present a senior don in Melbourne University, studies the criticism of what he calls three moderns. They are Matthew Arnold, T. S. Eliot and F. R. Leavis, one of them dead, two alive, and it is with their relevant writings that Mr. Buckley is here concerned. Lively, wise and lucid enough for a scholarly layman.

MYTHOLOGIES (Macmillan. 21s.) is the title which W. B. Yeats himself gave to this collection of his Irish stories based on country beliefs, traditions and folk tales and originally published, some of them sixty years ago and more, some a mere forty. There is a lyrical quality, particularly in the earlier pieces, which has all the magic

A FAMOUS AMERICAN AUTHOR ON A VISIT TO ENGLAND: John Steinbeck and his wife are seen at Plymouth after their arrival from the United States in the French liner *Liberté*. Mr. Steinbeck was reported to have taken a cottage in Somerset for several months to gain a much-needed rest. The author of many books, he is perhaps best known for *The Grapes of Wrath* and *Of Mice and Men*.

that readers have found in Yeats, whereas the batch of stories about *Red Hanrahan*, re-written in 1907 with Lady Gregory's help, have all the earmarks of a literary curiosity. Altogether, an essential book for Yeats devotees, with its glimpses of the poet as a mystic and a visionary.

Mr. Horace Leaf's autobiography has the sub-title of *The Memories of a Medium* for he has been himself not only a close friend of the late Conan Doyle, sharing many of his spiritualist interests, but also a medium of experience. DEATH CANNOT KILL (Max Parrish. 16s.) is by no means a consecutive account of his own career, for there are constant digressions to explore various phenomena such as "the knockings" heard by the young Fox sisters more than a hundred years ago in Rochester, New York, or the case of a Maori faith healer. In his lifetime Mr. Leaf has been a world-wide traveller for the express purpose of investigating psychic phenomena, and the passages in which he discusses the aborigines in Australia or the Hopi Indians in Arizona are possibly the most absorbing in his book.

Miss Kathleen Farrell is one of those talented and sensitive novelists who are able to convey their meaning and the atmosphere of their stories in the briefest span of pages and with a total lack of that detailed over-writing which sometimes passes as realism. THE COMMON TOUCH (Macmillan. 15s.) is her newest book and is a tale about a fairly young woman who accompanies an elderly brother and sister on a visit to Switzerland, has an unexpected and unsatisfactory affaire and, as she alternately conceals it and obliquely refers to it, learns more about the old couple and their earlier history than she has ever guessed. Nothing here of world-shaking importance, but that, after all, is seldom the purpose or function of a novel and Miss Farrell has done enough for us in writing a highly civilised one.

LOVE IN FOUR FLATS (Chapman and Hall. 15s.) is Mr. Ralph Ricketts' novel about a group of people living in the same London building during the 1930's and gradually becoming involved with each other, until each of their lives affects at least one of the others'. Mr. Ricketts does this kind of thing very well indeed, writing smoothly, almost conversationally, and, at the same time, giving the reader action and even drama within a small and more or less familiar domestic scope.

The theme of man at grips with nature when his weapons are just courage and ingenuity is a big enough subject to inspire novels—I hope—from here to doomsday. There are four in this category this week of which one is Mr. Paul Stanton's CALL ME CAPTAIN (Michael Joseph. 15s.). Mr. Shute and Mr. Beaty have notably written about the stresses (in aircraft and personnel) of long passenger flights and they have been able to make their readers' hair curl with the tension of it all. Mr. Stanton obviously knows a great deal about civil aviation, too, but his manner of writing tends, improbable as this sounds, more to the humorous and even the facetious. Nevertheless this is a pretty exciting story and, at the end of it all, one is convinced all over again that what an airman really wants to do with his life is to fly.

THE MAN BEHIND THE CURTAIN (Hodder and Stoughton. 15s.), by Mr. Nigel Tranter, treats of adventure outside—or at least on the outer fringes—of the illegal. In the tradition of Erskine Childers and his great story, *The Riddle of the Sands*, with a dash of John Buchan to achieve a desirable Scottish toughness, Mr. Tranter writes about a Baltic island which is the nearest free land to Communist Poland and East Germany. In the once familiar school phrase, he gives reasons and even draws a map to convince the enthralled reader of the topicality of his story. Exciting and clean as a whistle.

Mr. Jon Cleary is an Australian novelist who writes about his own country with a deep but not uncritical comprehension. His new novel is BACK OF SUNSET (Collins. 15s.) and it is concerned with that admirable service of Flying Doctors, which is now graced by Royal Charter. Exciting, controlled to a fine simplicity of style, and wonderfully evocative of the strange lands of the Australian outback.

"A SHORT LIFE OF TRIUMPH AND TRAGEDY"

A Biography of Lord Randoph Churchill

At the age of twenty-nine Lord Randolph Henry Spencer Churchill (father of Winston and grandfather of that same Randolph who to-day is so vehement in the Press and on television) forced himself into public notice as the exponent of a species of independent Conservatism. Lord Randolph directed a series of furious attacks against some of the occupants of the front Ministerial bench. Churchill, it is said, roused the Conservatives of the 1880's and '90's from their torpor, dealing his blows with almost equal vigour against his Conservative colleagues and his Gladstonian Liberal opponents. In office he was destined to become Leader of the House of Commons, Chancellor of the Exchequer, and Secretary of State for India, but ill health and a remarkable misjudgment, when he forgot Goschen, wrecked his career, and the closing years of disillusionment were pitiful in the extreme.

Robert Rhodes James has written a new biography of LORD RANDOLPH CHURCHILL (Weidenfeld and Nicolson. 36s.), and he gives an absorbing portrait of a complex and attractive character. The bitter epilogue with Lord Randolph beating the table and rambling incoherently both in the Commons and at meetings up and down the country is almost unbearable in its poignancy. He was suffering from an incurable form of paralysis. The portrait of Lord Randolph presented to the public at his death was that of a brilliant failure, a fascinating political phenomenon, but no more. It is not surprising that this was the judgment of Churchill's contemporaries; it was not the judgment of his son, Winston, his first full-length biographer, and now Mr. James helps to confirm the son's fond, but maybe surer view. To them Lord Randolph appears as a guiding star, a progressive force who in real truth never belonged to any party. That may well be the fairest judgment.

Here is the tale of a fine-weather cruise to the Caribbean, no desperate encounters with sharks, no sails torn to shreds by hurricanes, just a double crossing of the Atlantic in a 7½-ton gaff cutter, calls at Madeira and the Canaries, and a delightful leisurely voyage sailing among those flawless islands, the Grenadines, St. Lucia, Martinique and Dominica. Son of a Breton sea captain, Jacques-Yves Le Toumelin sailed on this voyage in 1955, and in KURUN IN THE CARIBBEAN (Hart-Davis. 15s.) he describes it with a felicity which springs from his own love for the sea and his wealth of experience.

Mike Hawthorn, who died so tragically on the Guildford By-pass, left behind him the manuscript of his book CHAMPION YEAR (William Kimber. 21s.). This story of his quest for the driver's world title last year focusses on the momentous struggle between Hawthorn in his red Ferrari and Moss in the green Vanwall. The championship lay in the balance right up to the last race, the Moroccan Grand Prix, and the author has set it all down, the thrills, tensions, and tragedies of the track. Mike Hawthorn says so feelingly in his opening remarks, "Grouse are more fortunate than racing drivers because their close season lasts so much longer." Only nine weeks separated the Venezuelan Grand Prix of 1957 and the Argentine Grand Prix of 1958. This autobiography gives intimate glimpses of the life of a professional driver.

VICTORIAN RELIGIOUS CONTROVERSY

A rising author must be confident of his power to interest his readers if, following a successful first book on Trollope, he offers mid-Victorian religious controversy. Considering the aridity of his theme, Mr. A. O. J. Cockshut has done manfully in his ANGLICAN ATTITUDES (Collins. 16s.). He treats of the Gorham and Colenso affairs, and of the reactions to *Essays and Reviews*, all fought out nearly a century ago. The Essayists were the heavier metal and less vulnerable. Gorham was a parson; Colenso (Cornish by origin) Bishop of Natal. Both were simple, obstinate men, valiant for truth. Gorham could not swallow original sin purged by baptism. Colenso, confronted by his Zulu converts, felt compelled to admit that Noah's Ark was a myth and that Genesis; *et seq*, were pure history (and little Arthur's history at that), and not religious symbolism. The Bishops came down on them like wasps, crying out for deprivation; the Privy Council took the other side and raised the fearful issue of authority. It is difficult for us to understand to-day the fire and fury raised among prelates and statesmen. The wonder is that any reserves of heat were left for *Lux Mundi* thirty years on.

We must remember that a century ago life was easier and quieter, and bishops and statesmen enjoyed a deal of leisure for vigorous wordy argument in which the Victorians revelled. The palaces (unless they held a Mrs. Proudie) were cosy seats from which to blow off steam and slake energy. Indeed, in the Natal See the conditions described by Trollope at Hogglestock—the Crawley-Thumble duplication—were paralleled. Mr. Cockshut, very well up in his subject, avoids such comedy sidelights, and his book gains in authority and lucidity by this restraint.

John Gore

(*Continued from previous page*)

THE STEEL COCOON (Secker and Warburg. 15s.) opens with this sentence: "It is possible that the condition of war is agreeable to most men," and continues, through a tough, but perceptive study of men on active service in an American destroyer, to a melancholy but by no means a bitter conclusion. The author, Mr. Bentz Plagemann, himself served during the war with the U.S. Navy and his observation has stood him in good stead here.

From America but *via* Germany comes another novel. JOHANNES (Gollancz. 18s.), by Miss Renate Christine Wolff, who tells the story, first told to her by her mother, of a seventeen-year-old boy in a small city on the shores of the North Sea, nearly thirty years ago. Well written and sensitive, but curiously dispiriting and with an odd undercurrent of cruelty.

Very briefly, the thrillers to be recommended this week are THE WIDOWER (Hammond. 10s. 6d.), by Mr. Van Siller, a sub-urbane story of sudden death and gossip in a well-to-do community near New York, and DOMINANT THIRD (Heinemann. 15s.), by Elizabeth Hely, about murder and detection in France. In this the sleuthing is alternately English and amateur or French and professional. Both these books are better than competent and have a good measure of the surprise element.

Vernon Fane

Here is another autobiography from a modern adventurer who has lived dangerously and survived the pioneering days of aviation to tell the tale. COME NORTH WITH ME, by Bernt Balchen (Hodder and Stoughton. 21s.), reveals a life of adventure and achievement, the author's Atlantic flight with Byrd, his flights across both Poles, and his wartime operations in Greenland and in support of the Norwegian resistance. Colonel Balchen has a graphic fluent style, and he wastes few words as he goes from adventure to adventure.

The high, evergreen, intricate, teeming world that is central Borneo has only been revealed in very recent times, and it has been left to a sprinkling of travellers to reach this hinterland. One who knows it intimately is Tom Harrisson, who has visited the region in war and peace, and writes of it with insight and genuine affection. WORLD WITHIN: A BORNEO STORY (Cresset Press. 30s.) is a blend of adventure, humour, tragedy, and anthropology, all intertwined in just such an unconventional way as one would expect from the versatile Mr. Harrisson, whose first book this is for sixteen years.

GREY TOUCHED WITH SCARLET (Robert Hale. 18s.) is the excellent title Jean Bowden has chosen for her account of some of the wartime experiences of the Army Nursing Sisters, affectionately known as the Q.A.'s. Mention a beach-head or a battle area in World War II and the Q.A.'s were there, with the weapons of the trained nurse's skill, patience, courage and a sense of humour. Their greatest testing time was Belsen, a problem to make any man or woman quail. Even this they tackled without faltering; Jean Bowden's tribute to the Q.A.'s is simple, factual and most moving.

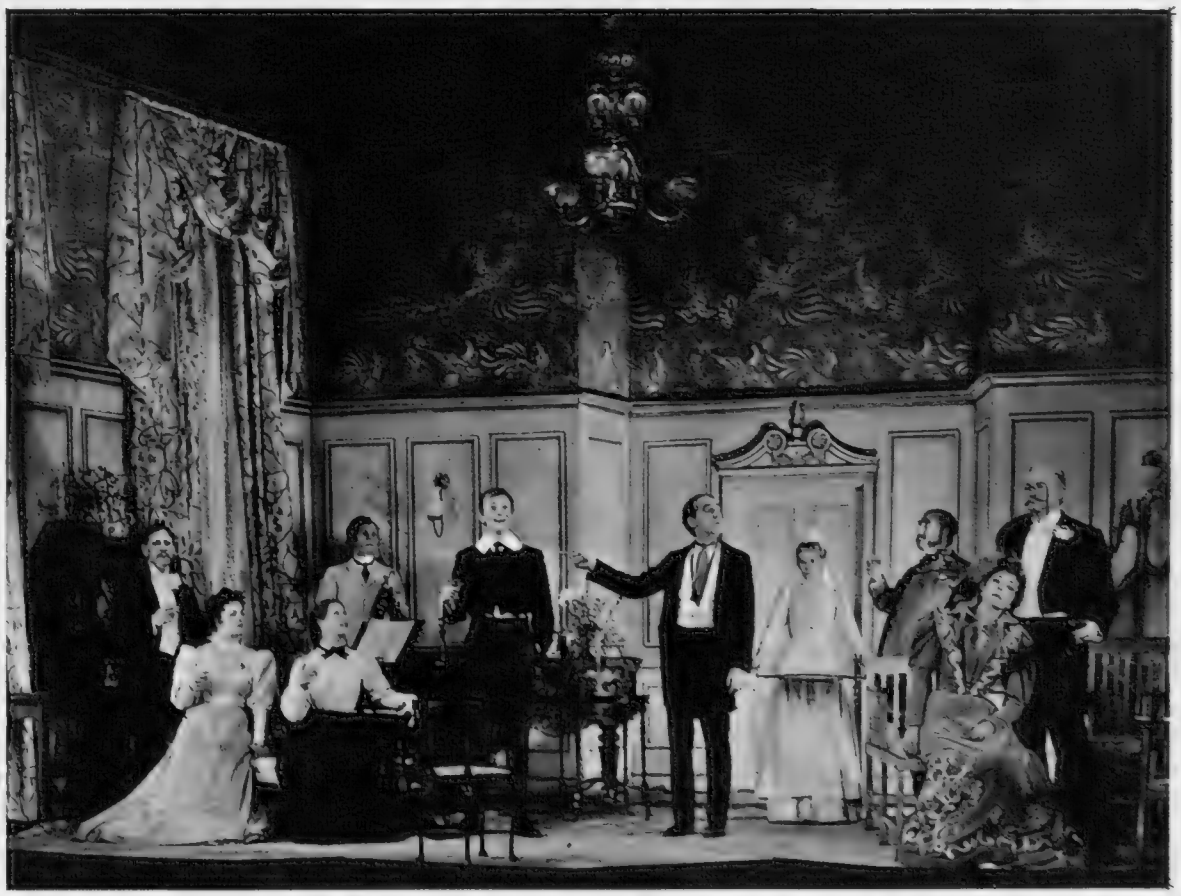
R. C. E.

A PINERO FARCE

On left—

A SHOCK TO THE NERVES: In Pinero's farce, *The Magistrate*, at the London Old Vic, Mrs. Posket (Pauline Jameson) is supported by a policeman after she has fainted on hearing that she must appear in court before her husband, the magistrate. From left are Captain Vale (Jack May), Colonel Lukyn (John Phillips), Charlotte (Pauline Letts), Mrs. Posket, Constable Harris (Peter Moynihan), and Inspector Messiter (Charles West). One of the first plays that Pinero wrote, the farce shows all the virtues of craftsmanship that became his trademark. As the pillar of Victorian rectitude, a magistrate, Michael Hordern, gives a performance generally applauded by the critics. The magistrate is involved by his stepson in a visit to a nightclub, which is raided by the police. It falls to his unhappy lot to judge his own family in court the following morning. Victorian melodrama if it is played to-day often becomes farce; played with the solemnity of melodrama, Victorian farce is often highly amusing.

CRISIS UPON CRISIS: *Left*—Mrs. Posket (right) and her sister Charlotte implore the assistance of Mr. Bullamy (Derek Francis) against the apparent heartlessness of Mr. Posket (Michael Hordern). *Right*—Mrs. Posket tells her busily counting husband she has subtracted five years from her age. Her son Cis (Barrie Ingham) is revealed as nineteen not fourteen.



A CATASTROPHIC DENOUEMENT: In the final scene Cis proposes to his music teacher (Silvia Francis), appropriately seated on the piano stool. Mr. Posket points to his stepson, while Mrs. Posket collapses against Colonel Lukyn. Behind is Mr. Bullamy. Extreme left are Captain Vale and his fiancée Agatha. The producer of the farce is Douglas Seale.

TRADITIONAL ART OF S.-E. ASIA

A New Gallery at the Victoria and Albert Museum, in London

The Victoria and Albert Museum's new Gallery of South-East Asian art, which was opened last week, shows the background of craftsmanship and tradition against which can be set the modern plans for agricultural and industrial development featured in the following pages. The opening of the gallery marks a further stage in the reorganisation of the Indian section and the incorporation of its collections in the main building after the demolition of the old "Indian Museum" in Imperial Institute Road, in Kensington. Nepalese and Tibetan art, displayed in the first section, though individual in character and betraying the local Himalayan tradition, is reminiscent of both India and China. It is expressed mainly in objects of Buddhist worship and ritual dating from the fifteenth century onwards.

Perhaps the most spectacular display in the entire Museum is the sumptuous gold regalia taken from the palace of the Burmese King Thebaw in the war of 1885. It was first put on public view in 1886 when lent by the Indian Government to the Colonial and Indian Exhibition. It was intended to sell it afterwards by public auction but this proposal was cancelled. The Indian Government handed it over to the South Kensington Museum in 1890. Relics of Queen Shinsawbu (1453 to 1472) are shown with the Thebaw regalia. They were discovered by chance in 1855 when labourers were preparing the foundations of European barracks on the site of an old Rangoon pagoda. Inscriptions showed that Queen Shinsawbu's ashes were also buried there, and the gold bowl containing the ashes is on show with the Queen's head-dress.

The selections of Indonesian art are dominated by the famous "Raffles Gamelan," a gamelan being a set of musical instruments. This set—the most outstanding Javanese gamelan in existence—was acquired in Java by the famous Sir Thomas Raffles about a century-and-a-half ago. The Indonesian section also includes a display of krises (ornamental daggers) and shadow puppets.

THE "RAFFLES GAMELAN": This set of musical instruments, acquired in Java by Sir Thomas Raffles, the founder of Singapore, about 150 years ago, is displayed among selections of Indonesian art. This is said to be the most spectacular Javanese gamelan in existence. It is among exhibits at the new Gallery of S.-E. Asian Art at the Victoria and Albert Museum.

On left—
THE THEBAW REGALIA: A case of articles is from the exquisite gold regalia of King Thebaw of Burma, which was taken from his palace in 1885. The exhibits include, from the left, a receptacle in gold set with rubies, the King's head-dress of thin gold open-work, and a boat-shaped vessel of thin gold plate, jewelled with rubies, on a structure of wood.

ORIENTAL MIXTURE OF SUPERSTITION AND CHRISTIANITY: An Indo-Portuguese, eighteenth-century ivory figure of the infant Jesus lies in a bed hung with charms to avert the "evil eye." *On right*—The puppets of painted wood are examples of 19th-century Burmese craftsmanship.

PUPPETS AND A SACRED GOOSE: *Above, left*—A vessel in the form of a Hamsa (a sacred goose), in gold set with precious stones, was part of the regalia of the Burmese kings. *Right*—This Siamese puppet wears glass-studded headgear and a sequin-embroidered blue silk dress.

DURGAPUR: INDIA'S NEW STEEL PLANT: THE COLOMBO PLAN IN ACTION

A Section Illustrating the Construction, by British Companies, of a Vast Steelworks for the Indian Government

An Introductory Message Specially Written for "The Sphere" by The Right Hon. the Earl of Home, Secretary of State for Commonwealth Relations

I am glad to have this opportunity of congratulating THE SPHERE *on its enterprise in featuring the Colombo Plan in action. The building of the Durgapur steelworks in India, which is illustrated in this issue, is an excellent example of the co-operative methods of the Colombo Plan and of the way the U.K. is helping, along with other countries, to assist the economic development of South and South-East Asia. In 1955 at the request of the Government of India we sent a mission to advise on the site of a new steelworks. As a result the Government of India decided to build a steel plant at Durgapur to produce a million tons of steel a year. The contract for the work has been given to the Indian Steelworks Construction Company, a consortium of British engineering firms specially formed for the purpose. It will be a large undertaking, costing more than £100,000,000, of which £58,000,000 will be spent outside India almost entirely in sterling. Financial aid is also being provided, the Government of the U.K. making a loan of £15,000,000 and U.K. bankers an additional loan of £11,500,000.*

Under the Technical Co-operation Scheme of the Colombo Plan we have also agreed to train in the U.K. 300 Indian supervisors and foremen for the new steelworks. The first batch has already completed its training and returned to India. At the present time another sixty-seven are studying in steelworks and factories in this country. Most of the trainees are graduates in mechanical, electrical, or chemical engineering and the purpose of the training is to fit them for particular posts in the organisation which is being formed to operate the new plant. Travelling costs and maintenance allowances are paid by the U.K. Government; the training facilities are provided by the British steel industry and the manufacturers of the plant which will be installed at Durgapur. Advice on the training programmes is given by the British Iron and Steel Federation and the Indian Steelworks Construction Company.

This new steelworks is thus being created by the co-operative endeavours of the Government of India, the Government of the U.K. and British private enterprise. It is only one example, though an important one, of the economic assistance provided to the countries of South and South-East Asia through the Colombo Plan.

What is the Colombo Plan? Basically it is an association of nations to encourage and provide mutual help among the members for developing their economic resources and raising the standards of living of the people of South and South-East Asia. The idea is that Asian countries help themselves and each other, supported and reinforced by aid from more developed countries. We believe that this process will help world trade and world peace; that it furthers the interests of the Asian countries and our own.

The Colombo Plan was conceived at a meeting of Commonwealth Foreign Ministers held in Colombo in 1950. Its seven original members were Commonwealth countries, but they were quickly joined by others and now eighteen countries inside and outside the Commonwealth are participating in this imaginative enterprise. Year by year the capital aid and technical assistance provided under the Plan have been increasing and we may take reasonable pride in its Commonwealth origin to which, at the last annual meeting, the United States representative paid a graceful tribute. He said:

"Those of us who have joined the Consultative Committee after it was founded in 1950 must pay tribute to the genius of the countries of the Commonwealth who were the inspiration of the Colombo Plan. Common sense blended with idealism, high aspiration combined with practical attention to the realities of development—these have been the hallmarks of the Colombo Plan from which steady progress has resulted. . . . Above all, the Colombo Plan has brought greater international understanding, not only with respect to technical economic aspects of development, but also with respect to the policies and attitudes of Governments towards these problems."

The Earl of Home

Within the limits of its resources and other responsibilities the U.K. Government will continue to do its best to promote the prosperity of the countries of South and South-East Asia through the Colombo Plan.

Home

High Commissioner since 1954, Mrs. Pandit has been India's Ambassador to Russia, the U.S.A. and Mexico, and leader of her country's delegation to the U.N. General Assembly.

FROM MRS. PANDIT, HIGH COMMISSIONER FOR INDIA IN LONDON

Indo-British co-operation on the technical and economic front in recent years can have no better example than the British enterprise in erecting the steel plant at Durgapur, in West Bengal. Discussions that were begun as part of the Colombo Plan in 1955 were followed by a technical mission under the Chairmanship of Sir Eric Coates. Soon after, a consortium of British manufacturers who were experienced in steel plant erection submitted a blueprint for this project. In October 1956, a contract was signed between the Government of India and Great Britain for the creation of this plant. The total outlay of the plant is estimated at £105,000,000. Approximately 300 Indian technicians will have been trained in the U.K. under this Plan who will eventually operate the steel plant. The plant, which is well under way, is expected to be completed by the middle of 1961 and it is estimated to produce 1,000,000 tons of steel per year. An enterprise of this kind cannot but ensure mutual economic prosperity both to India and to the U.K. What is even more important is the good will and friendship that inevitably develop between Indian and British technicians in this joint undertaking.

Vijaya Lakshmi Pandit.

A PROJECT OF UNPRECEDENTED MAGNITUDE

The Planning and Development of the Vast Durgapur Steelworks in West Bengal, the Largest Single Construction Contract in the History of British Industry

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

CONSTRUCTION AT DURGAPUR: Work goes ahead on the new steelworks which is being built by a consortium of thirteen British companies (known as ISCON) for the Indian Government. In the left centre is the iron-making plant and on the right are two of the cooling towers. Durgapur, in West Bengal, is situated about 118 miles north-west of Calcutta, and the steelworks site lies between the main railway line and the Grand Trunk Road from Calcutta to New Delhi. The entire works, capable of producing 1,000,000 tons of steel per year, are scheduled for completion in 1961.

ON October 31, 1956, in New Delhi, a consortium of thirteen leading British engineering companies (see list at end of article on page 506) signed with the Government of India the largest single construction contract in the history of British industry. The contract occupied twenty-one volumes, setting out in massive detail a job of work worth something over £100,000,000, or, in Indian terms, more than 130 crores (one rupee=1s. 6d.; a crore=Rs. 10,000,000=£750,000) of rupees. The specifications and plans bound up into those volumes are to-day being translated into concrete and steel reality on a construction site some 3 miles long and 1½ miles wide, at Durgapur, in the Damodar River valley of West Bengal—where the consortium is to-day building a 1,000,000-ton fully integrated iron- and steelworks. The huge job of work is well under way. The first stage of the works—one coke oven battery, one of the three blast furnaces, an iron and steel foundry, the central engineering department, and part of the works power station—is scheduled to come into commission by the end of October this year, and it is well up to schedule.

Immediately, this great steelworks project derives from the Colombo Plan, of which it is indeed the most important single project to date. That Plan, formally, is a consultative committee for co-operative development in South and South-East Asia, formed at a meeting of Commonwealth Foreign Ministers in September 1950 to canalise financial and technical assistance to the under-developed nations in that area which are struggling to achieve economic progress. Its work is most often measured financially, in terms of the hundreds of millions it has mobilised of aid from Britain and the rest of the Commonwealth, and from the United States. But its technical assistance has often been no less decisive—as in the case of Durgapur.

Its assistance, and the steelworks that the British consortium is building, can only be understood in the perspective of India's most ambitious plans for steel development, which have been at the core of the country's first and second Five-Year Plans. The Indian peninsula is richly endowed with the resources for making iron and steel—great reserves of good ore and fairly large reserves of coking coal. It can boast, indeed, the longest-documented history of iron- and steelmaking of any nation in the world: iron appears to have been worked in India well before 1400-1500 B.C., when the Iron Age is conventionally dated as beginning, and the most famous of early steels, *wootz*, from which Damascus and Toledo blades were fashioned, came from Hyderabad and Trichinopoly.

But that tradition had vanished. Iron production by modern methods dates no farther back than 1872 in India, and steel production, at the famous Tata plant at Jamshedpur, began only in 1911. At the end of the Second World War, when India attained its independence, consumed with hopes of vast industrial development, the country's crude steelmaking capacity barely exceeded 1,000,000 tons, though its pig-iron capacity was about 1,750,000 tons. India was dependent to a considerable extent upon imports of steel; and in the early '50's, beginning upon industrial development programmes that increased its needs, it found steel hard to buy on a world market where exporters were themselves busy redeveloping their economies, rearming, and for a time supplying the Korean war. It was not mere nationalism that inclined the country's planners—and India, democratic but Socialist, possesses some of the most devoted planners active anywhere—to put development of their own steel industry high on the list of industrial priorities.

The development they set in train involves an almost unprecedented rate of steel expansion: by 1961, the industry was to reach about five times the capacity it had in 1951. This involved considerable expansion of production at existing works at Jamshedpur, Burnpur, and Mysore; these are privately-owned steel plants, but the Government offered some financial assistance, mainly by allowing their controlled prices to be put up. But it was primarily a regime with strong leanings towards Socialism: in 1950 it laid down the doctrine that development of steel production in new works should be primarily a State responsibility.

This insistence upon complete Indian control finally ended negotiations from a Japanese group that offered to put up a steelworks in India; but in 1953 the Government came to an agreement with the German concern of Krupp-Demag to plan, and later to build, a steelworks at Rourkela, in Orissa, and in March 1955 it signed an agreement with the Government of the U.S.S.R. to plan and build another works at Bhilai, in Madhya Pradesh. The German-built works will include a wide strip mill and will concentrate on making flat steel; the Russian plant is to make rails and heavy sections. The plant that British firms are building at Durgapur will be concerned mainly with making billets, medium and light sections, and railway wheels, tyres and axles; it will also supply some 350,000 tons of pig-iron for sale to foundries.

Development of the Durgapur project, which as the core of an industrial complex that has already been christened "the Ruhr of India" may well become the most important of these three new plants, comes of mixed origins. In 1954 Birla Brothers, perhaps the wealthiest of all Indian industrial concerns, entered into discussions with the Metallurgical Equipment Export Company of London, regarding a possible new steelworks in Bengal. Metallurgical Equipment, an export consortium of certain British steelworks plant manufacturers that had already secured a concerted contract to build a steelworks in Spain, was well placed to consider the technical possibilities of alternative sites: Durgapur was settled upon. But when the Burla group put the project up to the Government for approval, it ran into the ukase that new major steel plants in India should be developed by the State.

The next development was that the Government, apprised of the possibilities of the Durgapur project by Metallurgical Equipment studies, sought further technical advice from the Colombo Plan Committee. A British mission, led by Sir Eric Coates, visited India in April 1955 and prepared a detailed report, suggesting the kinds of steel products that might be made at a third new plant, the possible costs, and endorsing the Durgapur location. In September 1955, the Indian Government accepted its advice and settled for Durgapur—and, in principle, for British construction.

This was a project of unprecedented magnitude, superimposed upon the task that British plant-makers were already carrying in supplying our own investment boom in steel and other heavy industries: it required special measures. An entirely new consortium, the Indian Steel Works Construction Company (ISCON), was formed for

FROM THE AIR: Dominating the centre of the picture is the first of three blast furnaces in the iron-making plant. They are being built by Head, Wrightson & Company Ltd. Each will be capable of producing about 1,250 tons of iron per day. On the left are the three stoves.

WORK IN PROGRESS: *Left*—A team of Indian men and women carry away baskets full of rubble which has been excavated from the site of yet another building. In the centre background is the iron-making plant. *Right*—In the foreground is part of the plant for cleaning the gas which has been made in the blast furnace. The almost completed No. 1 cooling tower is in the background with the base of No. 2 tower on the left. The constructional work at Durgapur is in four stages, the first being scheduled for completion later this year.

the purpose; at the request of the Indian Government, it sent out experts to prepare plans, specifications, and estimates for the new works at Durgapur. As has been said, the final contract, based upon the consortium's detailed tender, was signed at the end of October 1956; by November 13 civil engineering work on the site had begun.

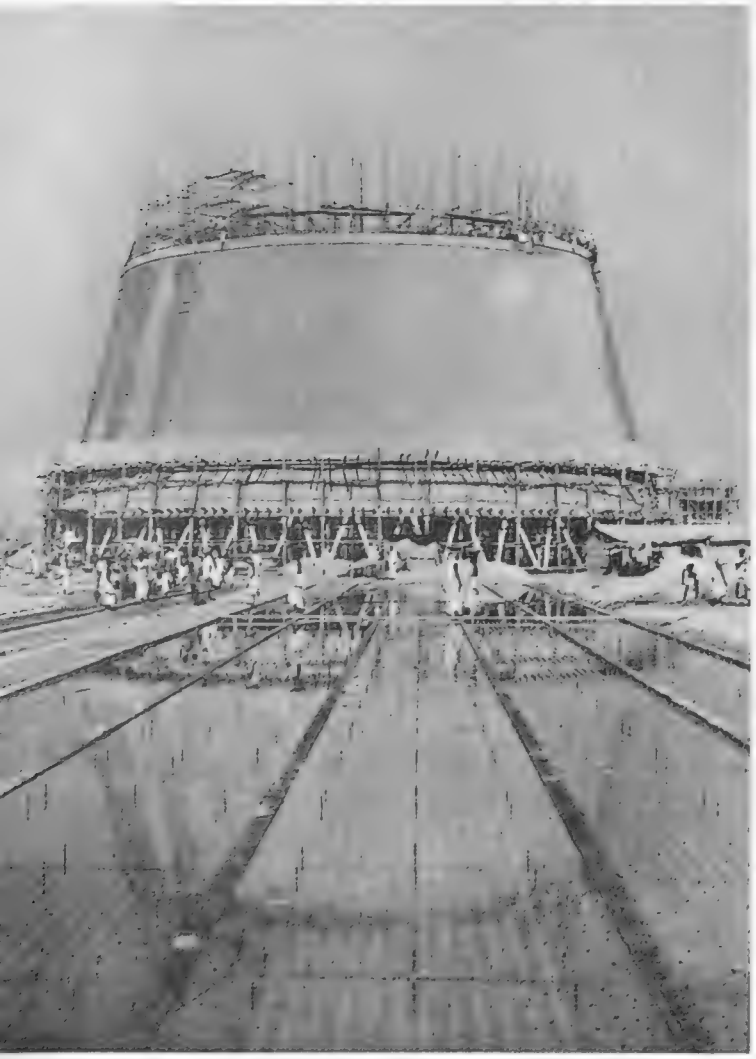
Expert technical advice, however, is not all that a nation striving to lift itself by its industrial bootstraps requires of the more advanced nations. India was in need of the other main form of assistance that can be arranged through the Colombo Plan—financial credits until its huge investments begin to pay off. West Germany, anxious to re-establish itself as a world exporter of heavy plant, had eventually arranged fairly generous credit terms for the plant at Rourkela; and the Russians, as ever concerned with political prestige rather than economics, offered terms bearing no relation whatever to commercial realities. Official and unofficial sources of finance combined to make the Durgapur project possible. Of the total cost of some £100,000,000, about £52,000,000 represents British supplies and services: the rest will be paid in rupees for Indian labour, materials, and services such as the fabrication of some 30,000 tons of steel on the spot. The Indian Government was prepared to find half of the payments to be made in Britain by drawing upon its holdings of sterling; the other half was forthcoming as loans from the British Government (£15,000,000) and from a number of British banks (£11,500,000).

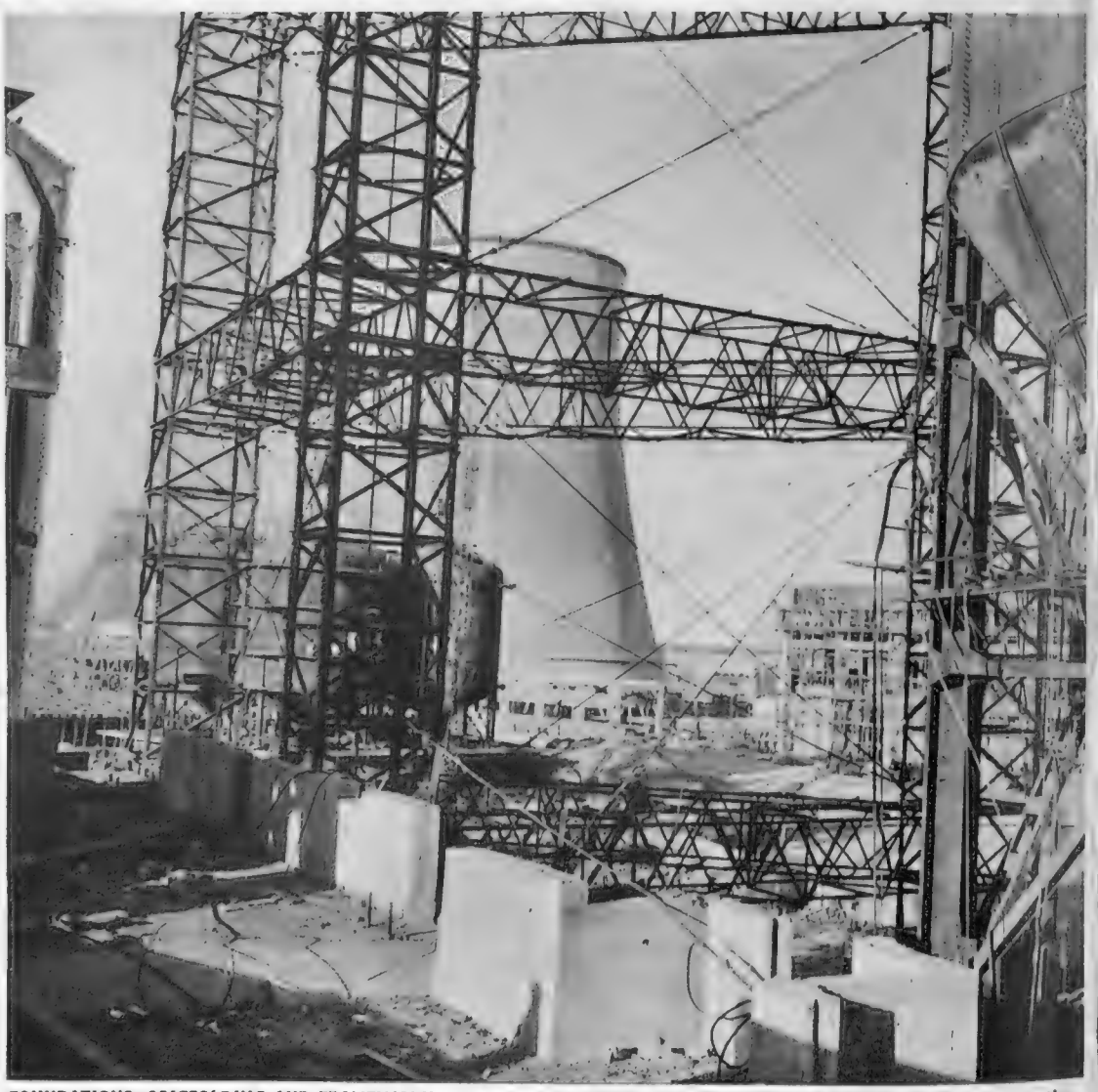
As a location for a steelworks, Durgapur has manifest advantages. Situated within the coal belt of West Bengal, it can obtain coking coal from mines at Jharia and Barakar, some 50 miles away, and high-grade iron-ore from Bolani, in Orissa, about 70 miles distant. It has plentiful water supplies from the Damodar barrage, and can draw power from the Damodar Valley electricity system (the power station at the new works has been put in mainly for standby supplies). It is on the Grand Trunk Road and on a navigable canal; a four-track electric railway is planned to link it with the markets of the Calcutta region. This combination of industrial advantages seems likely to attract a wide range of other industries, once the new steelworks begins to add its own "pull" of readily available steel supplies.

Nevertheless, to put a completely new steelworks down on any "green field site" is an immense exercise; and this particular green field was largely jungle with a

(*Continued on page 506*)

THE FIRST OF THREE COOLING TOWERS: An early picture of No. 1 tower which is now nearing completion. It is 200 ft. high. Water will be drawn from the Damodar Barrage. When the Steelworks are in production they will be managed for the Indian Government by Hindustan Steel (Private) Limited.

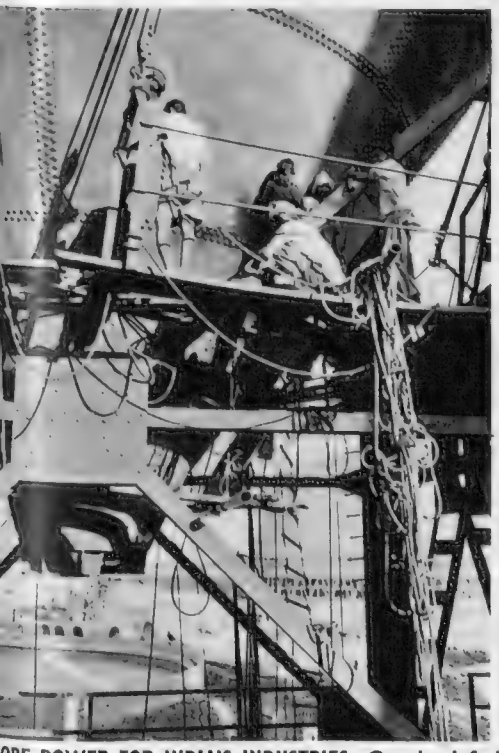




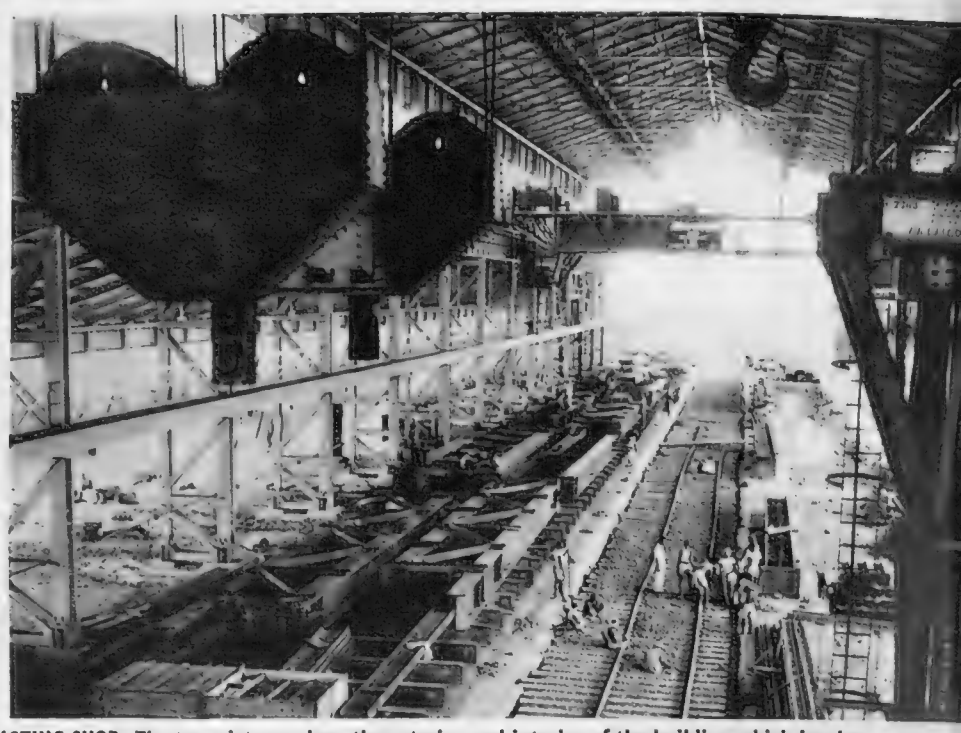
FOUNDATIONS, SCAFFOLDING AND FRAMEWORK: Sections of the steelworks are seen in varying stages of construction. In the centre background is cooling tower No. 1 and on the left, tower No. 2. *On left*—The view looks along the foundations for the water-treatment plant towards the second of the three massive cooling towers.

THE START OF THE ROLLING MILLS: When this picture was taken, reinforced concrete work was in progress on the motor room basement. The rolling mills, which are being built by Davy and United Engineering Company Ltd., will be capable of rolling 1,000,000 ingot tons per annum.

DURGAPUR: *Constructional Progress in Recent Months*



ORE POWER FOR INDIA'S INDUSTRIES: *On the left* is one of the precipitators of the gas cleaning plant which will be used to purify the gas made in the blast furnace. *Right*—Constructional work continues throughout the night under the glare of floodlights. In the centre of the picture is the iron-making plant and on the right is the framework for the cast house in which the iron will be tapped into ladles. The steelworks construction site is some 3 miles long and 1¼ miles wide. Much of the area was formerly arable land.



THE SPECIAL CASTING SHOP: The two pictures show the exterior and interior of the building which has been erected by The Wellman Smith Owen Engineering Corporation Ltd., for the making of special ingots for wheels. From the special casting shop the ingots will be sent to the wheel and axle plant.

DURGAPUR:

Article continued from pages 502-503

few villages, in a climate that confines site preparation and much of the construction work to the period between October and May, because of the torrential monsoon rains of Bengal. The main civil engineering work on the site, in the hands of Britain's Cementation Group in association with Patel Engineering Limited, of Bombay, went into action immediately the contract was signed, while most of its partners in the consortium were getting down to detailed design and production planning for their manufacture of machinery and fabrication of plant sections in Britain. The earth-moving job alone involved excavation and dumping of some 4,000,000 cub. yards of material; water and drainage systems, plus 20 miles of roads and 70 miles of railways, followed—along with foundations for the main buildings and units of plant, which are taking 500,000 cub. yards of concrete, distributed in a fleet of fifteen concrete transporter lorries.

The Durgapur works will have iron-making plant capable of producing 1,250,000 tons of pig-iron a year—three blast furnaces of 27-ft. hearth diameter, similar to those now going into big modern British works, and able to make 1,250 tons of iron a day each, together with three coke-oven batteries and ancillary plant. The tonnages of materials involved in iron production on this scale are prodigious: at full production 6,500 tons of iron-ore a day, 3,400 tons of coke (made in the ovens from about 5,000 tons of coal), and 1,300 tons of limestone. Transport, sidings, blending and handling plant for these raw materials has to be on a commensurate scale.

About 350,000 tons of the iron made at Durgapur will be foundry grade iron; the rest will pass to the melting shop to be made into steel. India, a country with so far very little industry which therefore throws out much less iron and steel scrap than, say, Britain, uses a much higher proportion of iron to scrap in its open-hearth steel-melting furnaces. The iron arrives molten in hot metal "ladles"—vast tubs on railway trucks, which can be lifted off by overhead cranes for pouring into the furnaces or mixers of the steel melting shop. There will be eight basic open-hearth furnaces at Durgapur, with two large drum mixers for storing molten iron; the furnaces are fitted for the use of oxygen, for which a special production plant is being built on the works site.

Steel ingots from this shop, kept hot in "soaking pit" furnaces, eventually pass to the rolling mills to be made into the shapes in which customers buy steel. From the main blooming mill, which gives the ingots their first big squeeze, Durgapur steel will be rolled into billets (square sections for further fabrication at smaller "re-rolling" steelworks), sleeper bars for the railways, and medium and light steel sections. Special steel produced at the plant will be used to make the railway carriage and wagon wheels and axles, while the Durgapur foundry will produce roughly 20,000 tons of moulds for ingot and 10,000 tons of other castings a year.

The names of the main contractors for these items of steel plant read like a directory of Britain's heavy plant suppliers: Simon-Carves Ltd., Head, Wrightson & Company Ltd., The Wellman Smith Owen Engineering Corporation Ltd., Davy and United Engineering Company Ltd., Sir William Arrol & Company Ltd., Dorman Long (Bridge and Engineering) Co. Ltd., Joseph Parks & Son Ltd., and The Cleveland Bridge & Engineering Co. Ltd., for the structural-steel. But the make-up of the consortium is also a reminder of the large proportion of the cost of a modern steelworks that represents "electrics"—power supply, motors for mills, blowers, and ancillary equipment, and at vital points in every section of the works large installations of switchgear, metering, and automatic controls. Four of the electrical giants have undertaken this work: The English Electric Co. Ltd.; The British Thomson-Houston Co. Ltd.; Metropolitan-Vickers Electrical Co. Ltd.; and General Electric Company Ltd.

To-day, with about 13,700 Indians and 200 British technical personnel busy on the site, Durgapur presents a typical scene of noisy, purposeful apparent confusion—though the climate and some of the methods of production, such as lines of graceful Indian women with baskets on their heads, are a little outside onlookers' memories of, say, the Margam or Ravenscraig construction jobs in Britain. The vast mêlée of activity moves accordingly to carefully-phased programmes of construction and plant erection. Roughly 250,000 tons of machinery and materials are having to be shipped from Britain for the project; to date, about 130,000 tons have arrived, partly through a special transhipment centre at Bhadreswar, on the Hooghly delta 20 miles above Calcutta, to avoid congestion in the main port. On the actual site, the shells of the first blast furnace and its three stoves have been erected; the foundations and much of the structure of the coke oven battery have been completed; and the first section of the power station is well ahead.

One quite vital item of "capacity" for a steelworks consists of trained technicians. India cannot buy these; but Britain can help supply them. Under the auspices, again, of the Colombo Plan, Indian students are to-day being trained for industrial management all over the free world: Britain's steel industry has undertaken to train 300 during the time that the Durgapur plant is being built. So far ninety have arrived here to begin their training (which lasts about a year for most); roughly thirty have completed their training and have returned to help at Durgapur.

As individuals, these students epitomise the international "auction in assistance" that is being deployed before India's uncommitted planners. We are training steel and other technicians; so is America; so is Western Germany; and so is Russia. Inevitably, they receive impressions of these different societies as well as these different steelworks. Upon their impressions, and more particularly upon India's whole impression of the bargains she is getting at the works that the East and the West are anxious to place before her, may ultimately depend the political orientation of much of South-East Asia—directly, and indirectly, in strengthening India's power as a leader and example in Asia.

There has never been any question of a race between the three new steelworks in India (or the four foreign nations helping India to develop steel, if one counts in the American construction work at existing plants); the plants were started at different times. But competition, in the broadest national sense, there cannot but be; and each country has a heavy stake of prestige in it. At the Durgapur steelworks, as it moves with organised haste towards the final completion scheduled for spring 1961, British industrial skills of this scientific age are on full-dress parade.

ROLLING MILL SOAKING PITS UNDER CONSTRUCTION: In the soaking pits the steel ingots are kept hot while waiting to be passed to the rolling mills to be squeezed down into the required shapes. The contractor for the civil engineering work at site is Cementation-Patel. Altogether about 350 British firms are associated in the work at Durgapur. (Further pictures from Durgapur are on page 508.)

ISCON: The Companies building Durgapur.

DAVY AND UNITED ENGINEERING COMPANY LTD.	*Rolling mills, wheel and axle plant, the foundry and the central engineering maintenance shop.*
HEAD, WRIGHTSON & COMPANY LTD.	*Blast furnaces and iron-making plant.*
SIMON-CARVES LTD.	*Coke ovens and by-products, power plant, steam and gas distribution.*
THE WELLMAN SMITH OWEN ENGINEERING CORPORATION LTD.	*Open hearth furnaces and steel melting plant, cranes, soaking pits.*
THE CEMENTATION COMPANY LTD.	*Civil engineering except coke ovens and power plant.*
THE BRITISH THOMSON-HOUSTON CO., LTD.	*Electrical work.*
THE ENGLISH ELECTRIC CO. LTD.	*Electrical work.*
GENERAL ELECTRIC COMPANY LTD.	*Electrical work.*
METROPOLITAN-VICKERS ELECTRICAL CO., LTD.,	*Electrical work.*
SIR WILLIAM ARROL & COMPANY LTD.	*Cranes and structural steel.*
DORMAN LONG (BRIDGE & ENGINEERING) CO. LTD.	*Structural steel.*
JOSEPH PARKS & SON LTD.	*Structural steel.*
THE CLEVELAND BRIDGE & ENGINEERING CO., LTD.	*Structural steel.*

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Durgapur, 118 miles north-west of Calcutta . . . A new steelworks is now being built for the Government of India by ISCON, a consortium of thirteen major British engineering organisations.

The Cementation Company Limited is the member of ISCON responsible—in association with the Patel Engineering Company of Bombay—for civil engineering work involved in this £100,000,000 contract.

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Durgapur :

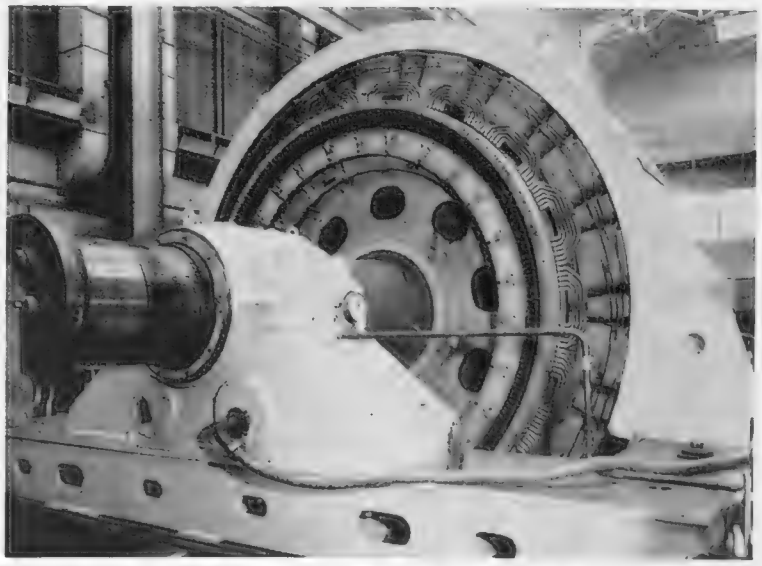
BY-PRODUCTS, EQUIPMENT AND HOUSES FOR THE STAFF

THE BY-PRODUCT PLANT AT DURGAPUR: The general view shows the plant which is part of the construction work being carried out by Simon-Carves Ltd. Gas, extracted from the coal in the coke ovens, will be passed to the plant, where such items as tar, crude Benzole and sulphate will be produced. Finally, the clean gas will be distributed throughout the works to be used for heating purposes.

On left—

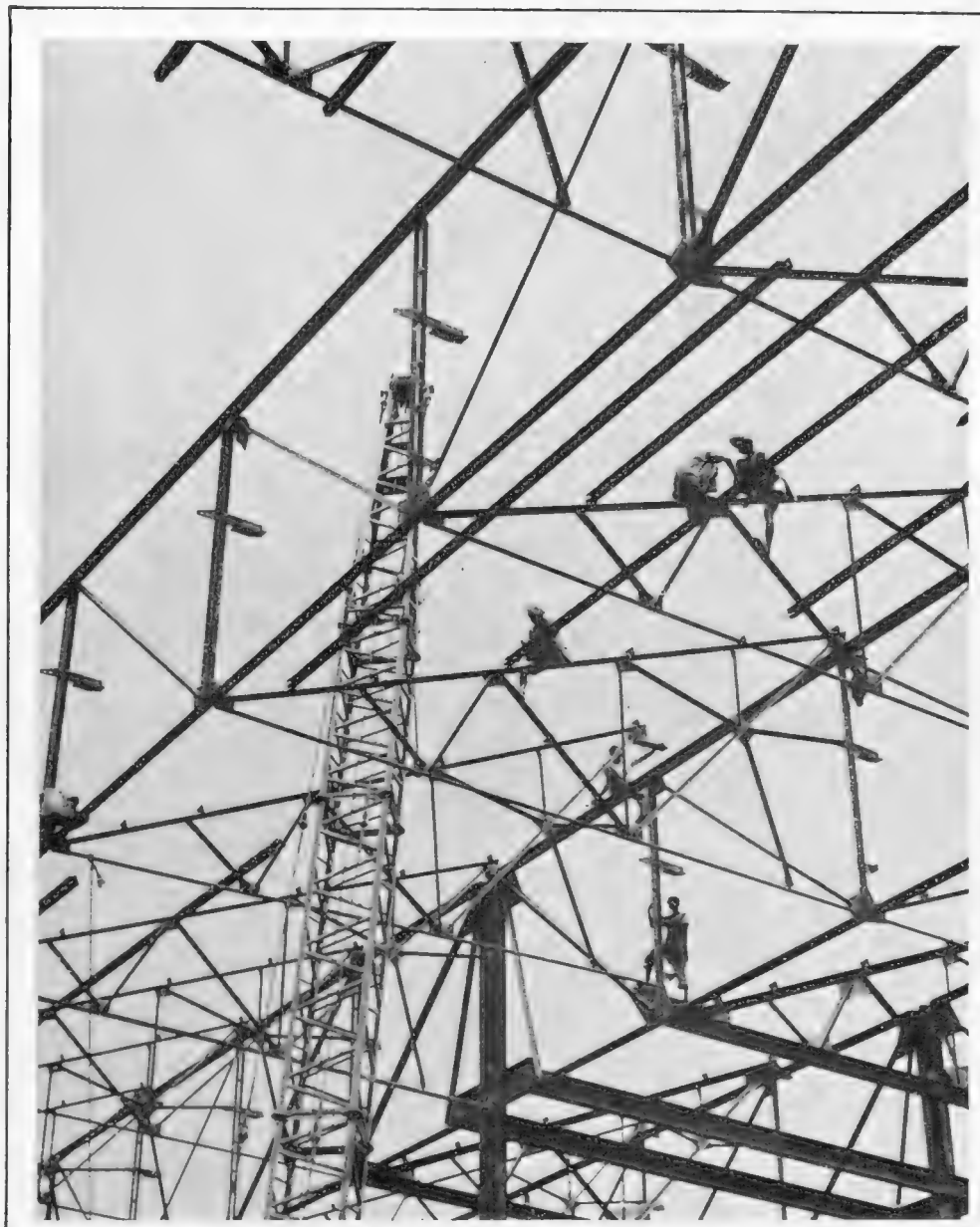
PREPARATIONS IN BRITAIN: A piece of equipment is prepared at the Landore Works (Swansea, South Wales) of Richard Thomas and Baldwins, before being shipped to India for installation at Durgapur.

BRITISH VEHICLES TAKE PART IN THE WORK: The Foden FGD-6, 9-cub.-yard heavy-duty dump vehicle is one of a number at Durgapur. There are also Foden 7-cub.-yard dump trucks, tractor units and crane-carrying vehicles.



ELECTRICAL EQUIPMENT: The main drive motor provides the power for the 32-in. intermediate mill. In this mill metal will be reduced from a cast ingot to a piece which can be further rolled into any desired shape. The equipment illustrated is being made by the English Electric Company.

THE NEW TOWNSHIP FOR THE STEELWORKS EMPLOYEES: The bungalows, for the use of junior Indian technicians, form part of the self-contained town which has been built by the Indian Government. At present, the township is used by those taking part in the construction work on the steel project. When the steelworks comes into full production the number of staff employed in a supervisory category will be about 650. The total number of workers employed, working on a three-shift basis, will be about 10,000.

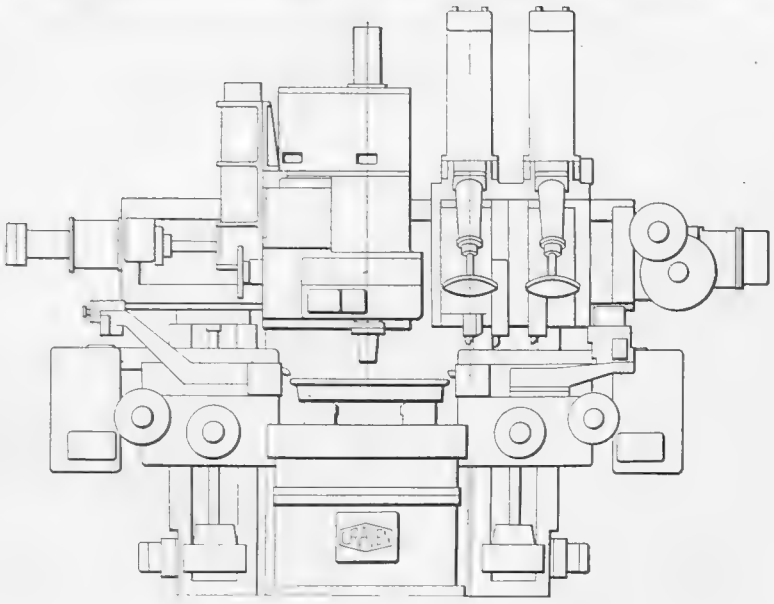


LOCATION—
Durgapur—India

In course of erection is shown the lattice girders and roof trusses to the Light and Heavy Machine Shops and Loco Repair Shops for the Central Engineering Maintenance Department of the Durgapur Steel Project.

These form part of one of the several buildings of which the steelwork has been designed, fabricated and erected by CLEVELAND.

Construction by CLEVELAND



THE DURGAPUR

RAILWAY WHEEL AND AXLE MACHINE SHOPS

Will be completely equipped with

MACHINE TOOLS

by

CRAVEN

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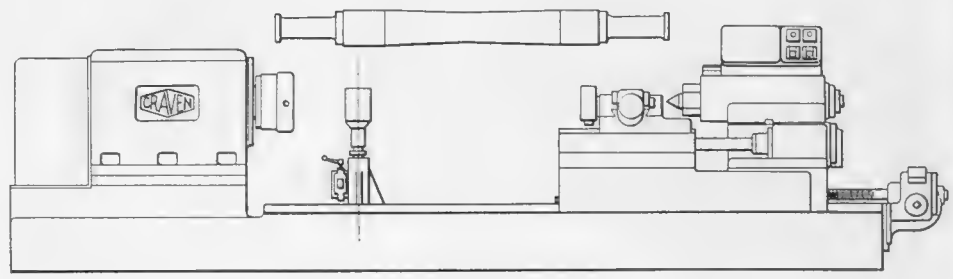

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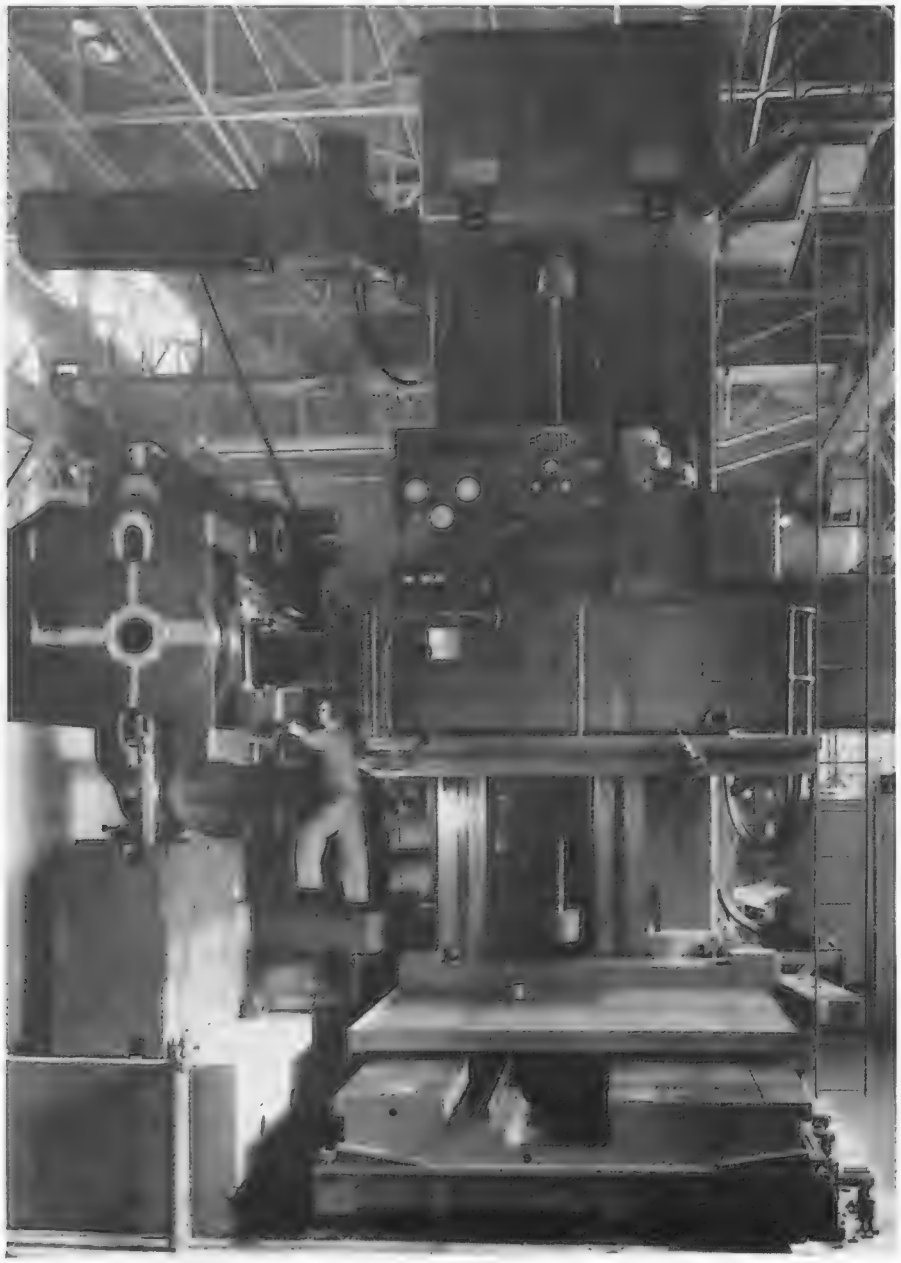

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SUPPLIERS OF

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CENTRAL ENGINEERING MAINTENANCE DEPT.

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Asquith 7" spindle Ram Type Horizontal milling and Boring Machine milling the " window " of a mill housing.

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Through their associates and distributors abroad, Newalls have developed an Overseas Contract Service, particularly suited to meet the specialised insulation services which such major projects require and Newalls record of success includes every type of enterprise including the insulation of nuclear power stations.

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begins with excavation.
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and today large schemes are only practical
because of the advantages of modern
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whether it be construction work, quarrying,
mining or civil engineering.

Ruston-Bucyrus machines, both as excavators and lifting cranes, were extensively employed by contractors on the foundations and construction of the steel works at Durgapur.

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Numerous castings and fabrications
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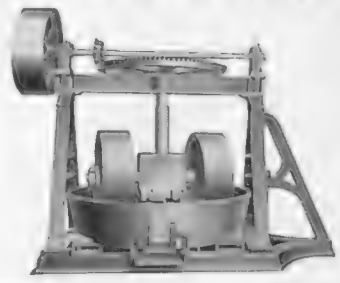
OF ALL TYPES ILLUSTRATED HAVE BEEN supplied to
DURGAPUR STEEL WORKS



For grinding and milling Dolomite, Ganister, Chrome Ore, Fire Bricks, Sand, etc., etc.

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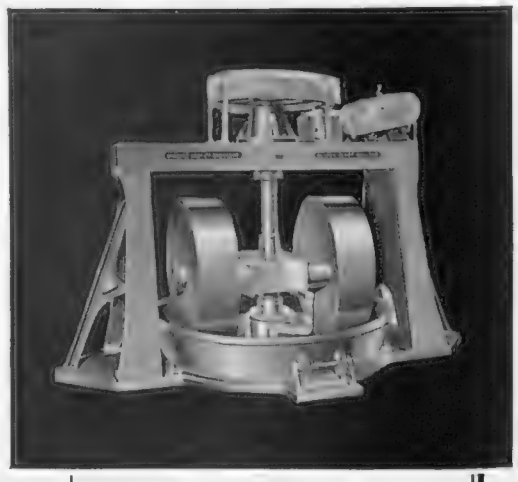

We make all types and sizes of these pan mills for treating everything from high explosives, foodstuffs, chemicals, pigments, etc., to the roughest of materials. If you have a grinding or milling problem, consult us.

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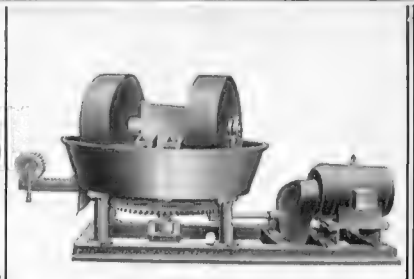


FROM BRITISH OXYGEN . . .

Tonnage Oxygen for Steel

at **Durgapur**

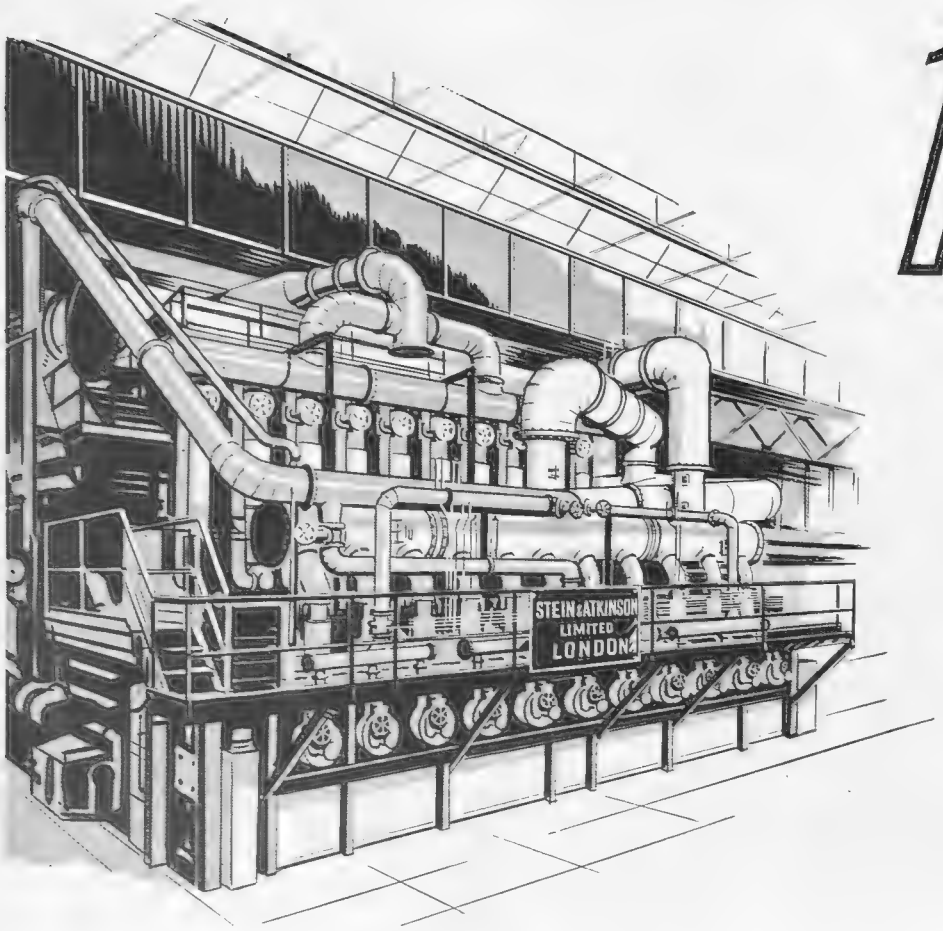
Modern steelmaking needs vast quantities of oxygen. British Oxygen Engineering Limited has been commissioned by the Indian Government to install a tonnage oxygen plant for the steelworks at Durgapur.

This tonnage plant will be able to produce *up to 100 tons of high purity oxygen a day*. For ammonia synthesis the plant will also produce large quantities of nitrogen.

British Oxygen Engineering Limited

160 Piccadilly London W 1

BOC



10 furnaces for Durgapur

Stein & Atkinson designed and built furnaces will play a prominent and vital part in steel output at Durgapur.

The initial order comprises the following :—

- One 70 tons per hour continuous reheating furnace for the billet mill.
- One continuous reheating furnace of the walking beam type for railway sleeper production.
- The reheating and heat treatments plants for Railway wheels and axles comprise:—
- One large rotating hearth reheating furnace for wheel blanks.
- Two large rotating hearth and three fixed hearth heat treatment furnaces for wheels after forging.
- One continuous reheating furnace for axle blooms.
- One heat treatment furnace of the walking beam type for axles after forging
- Oil Quenching equipment for wheels and axles.

S & A

STEIN & ATKINSON LTD. LONDON

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BUTTERS CRANES

play a considerable part

in the erection of Durgapur Steel Works

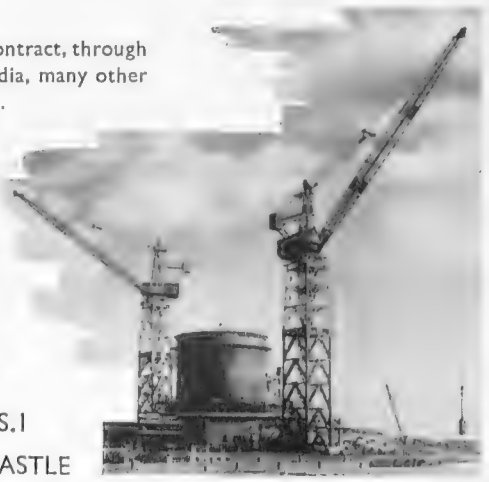
This is a 45-ton Butters Derrick in use by Babcock & Wilcox Ltd. at the new port of Combwich to handle heavy equipment for the nearby Hinkley Point Nuclear Power Station, transported by sea from their Works in Scotland.

Two of our large derrick cranes were supplied to Dorman Long (Bridge & Engineering) Ltd. for handling the heavy lifts required on this project.

Both cranes, identical to that illustrated, are capable of lifting 45 tons quickly and safely at radii up to 120 ft. and can work out to a radius of 140 ft. at which 18 tons are lifted. These derricks are essentially simple and very reliable cranes which are easily erected and just as easily dismantled for use on other contracts.

Besides these we supplied for this contract, through Martin Burn Ltd., our agents in India, many other cranes, winches and erection masts.

This small picture shows another type of Butters Crane—Mono-towers engaged at the building of Berkeley Nuclear Power Station.



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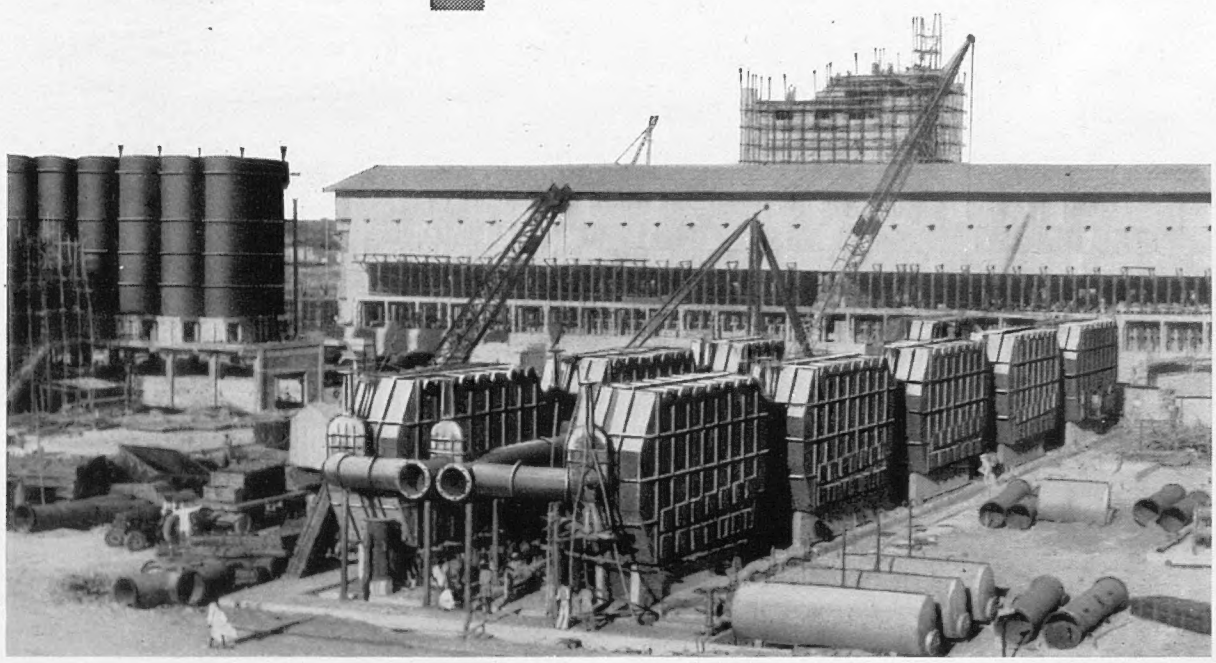
are proud to have been associated with the DURGAPUR STEELWORKS PROJECT



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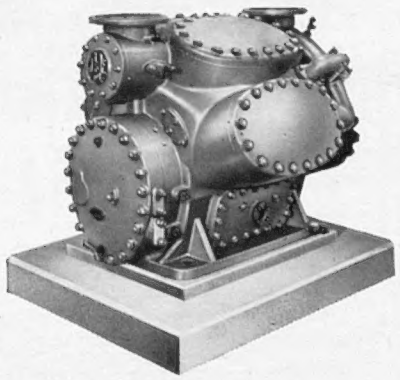

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Four 8-cylinder Veebloc refrigerating compressors of the most modern type are to be installed for Simon-Carves Ltd. in the coke oven by-products plant at the Durgapur Steelworks.

REFRIGERATION LIFT AND ESCALATOR ENGINEERS

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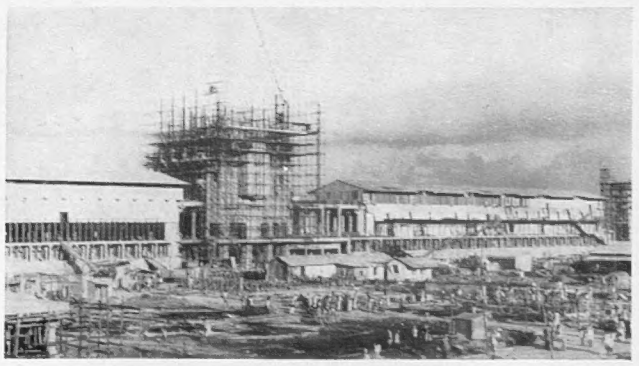
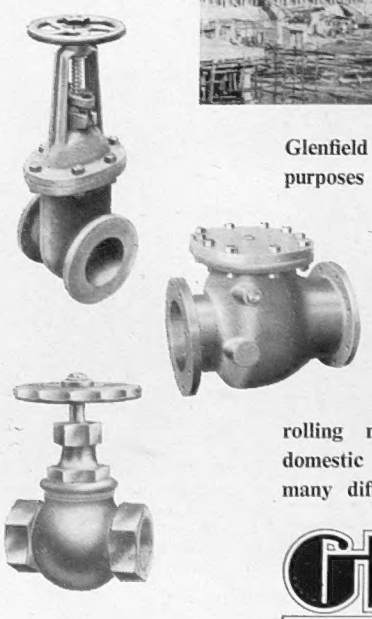
AP 262

GLENFIELDS AND *Durgapur*





Glenfield products for flow control and associated purposes are being widely applied in the important works that the British Consortium, the Indian Steelworks Construction Company Ltd., are building for the Government of India, at Durgapur.

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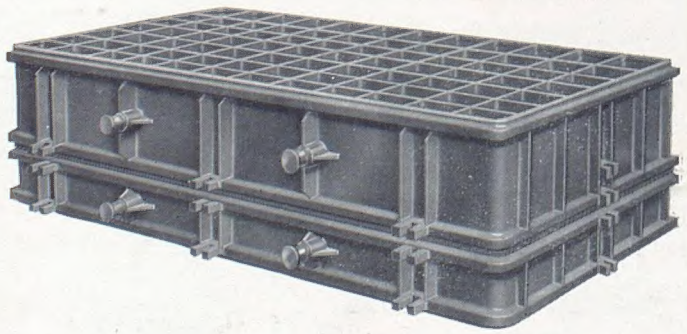

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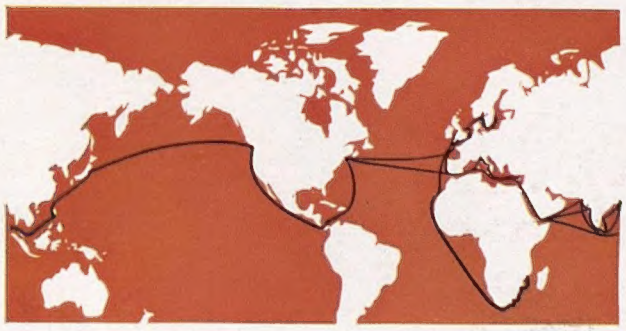

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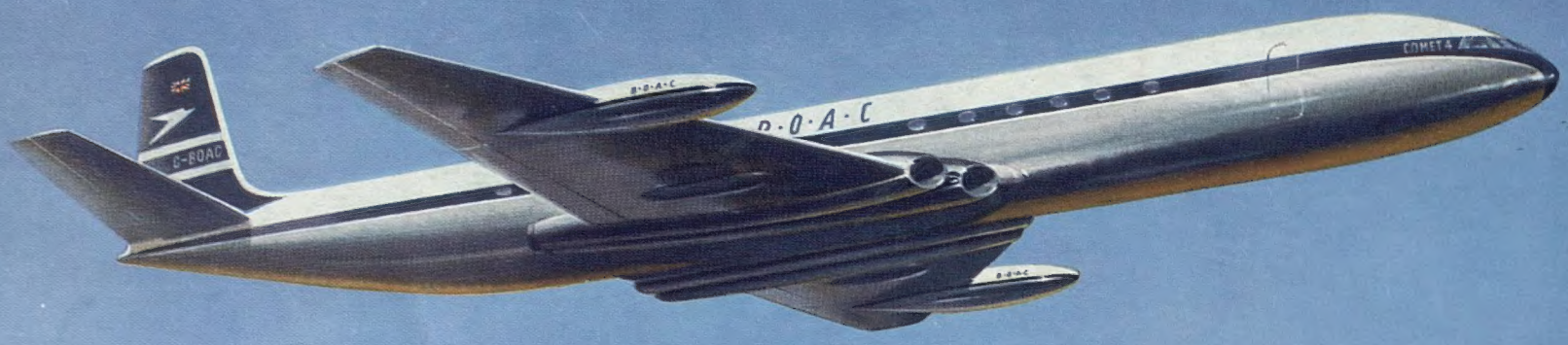

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